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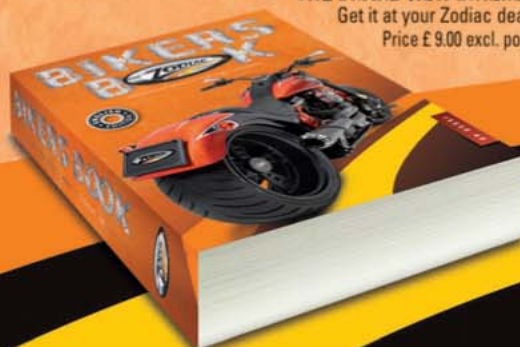
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## EDITORIAL

**And so another year has drawn to a close and a new one crawled into existence through the smoking wreckage of Christmas...**

It seems scarcely possible that it's been a whole year since I took up the editorship of 100% Biker. And what a year it's been. So please indulge me while I perform my own little Oscars' speech, although I promise not to blub in Gwyneth Paltrow fashion.

Thank you to Jazz Publishing for taking a chance on me as the new editor of an established title and, in particular, to Designer, Lindsay, and Advertising Goddess, Louise, for welcoming me and doing everything they could to make life as easy as possible. We make quite a team!

Thank you to the builders and freelancers who rallied around when I arrived at Casa 100% to find that the cupboards were bare and there was nary a feature in sight, and who ensured that we not only managed to get my first two issues out, but did it with style and quality.

Thank you to everyone who sent me kind words, emails and cards when I started at 100%—even 12 months on I am overwhelmed and humbled by your kindness. Some of you I know, and some I don't, but every word was read and deeply appreciated. I wish I could buy every one of you a bun, but until my budget increases to the level of the national debt of a small country, that won't be possible!

Thank you to those talented and devoted builders out there, whether they be in a shed or a flash workshop, who continue to produce remarkable motorcycles. The joy of custom bikes is the continual flow of machines; as I've said before, at the end of the day, a bike is just an engine with a wheel at each end (well, usually it is...) and I still find it remarkable that there's always something new around the corner, that you've never quite seen it all. I believe wholeheartedly that the custom scene in the UK is unrivalled anywhere in the world in terms of variety, quality and innovation. From the shed built chop designed to be used every day, to the haute couture show bike, I salute and thank you all for, well, just doing what you do.

And, most of all, thank you to each and every one of you reading 100% Biker. Without you, I don't get to do the best job in world—and don't think I ever forget just how lucky I am. Thank you for your comments, your feedback, your photos and yes, parting with your hard-earned cash for this magazine. In the parlance of the young folk of today, you guys are rulers.

Damn, I said I wasn't going to cry...

*PS. Congratulations to ace designer Lindsay and her husband Charlie on the birth of their daughter, Darcie Joan, on 10th December 2014.*

**BLUE**



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# TICKETS NOW ON SALE FOR KICKBACK

**Advance 'special value' weekend tickets for Kickback the National Custom Bike Show and Festival are now on sale. Be quick and get one of the limited number Weekend Passes for just £15**

For just fifteen of your finest pounds, you will get entry into the show on both Saturday and Sunday, as well as the Saturday evening entertainment with live bands and bar. Visitors will be able to enjoy a host of features, including the Custom Bike Building National Championships, a unique opportunity for builders, engineers and designers to show off their talents – all in front of television cameras. Kickback will be filmed over the weekend for the new series of The Motorbike Show, presented by Henry Cole, and which will feature both the Custom Bike Building National Championships and the whole event.

There are five categories for the competition and they include 'Freestyle', where the only rule is no rules, 'Café Biker', 'Streetfighter/Performance Custom', 'Retro Custom Classic' and 'The New Generation – Young Builder', which is a chance for all custom builders under 30 years of age to show off their talents. Sponsors of this class include the renowned Lamb Engineering and the winning young builder will have a fabulous opportunity to spend a week with Larry and the Lamb Engineering team at the Salisbury workshop! Other prizes include one-off trophies and entry in the AMD World Championship of Custom Bike Building finals in Germany!

There will also be over 150 custom bikes on display with chances to meet the builders, while there's stunt shows, live music and trade stands for your delight and entertainment. We at 100% Biker are delighted to once again be Kickback's Media Partner; I'm still not entirely sure what a Media Partner does, but it seems to involve looking at bikes and drinking tea with the organisers Lorne Cheetham and Stu Garland, so I'm quite happy about that. Other people involved include Michelin, Gladstone Motorcycles, Rocket Bobs Custom Works, Sickboyz Customs, Lamb Engineering and World Wide Bomber magazine, so we may need a bigger teapot.

If you want to make the most of the weekend and camp, there are facilities at Stoneleigh Park – pitches are £8 per night and you will need to book by calling 02476 696969. And, if camping in March is a little too chilly for you, there's also an onsite hotel; book rooms by calling the same number.

Kickback will take place at Stoneleigh Park from 28-29th March 2015. Following on from the success of the show at Donington Park in September, Kickback: The National Custom Bike Show will now be staged twice a year, returning to Donington Park in September 2015.

For more information, to buy tickets or to enter your bike or trike in the show, visit [www.thecustomshow.com](http://www.thecustomshow.com), email [lorne@www.co.uk](mailto:lorne@www.co.uk) or ring 07758 368 072. [Blue]



## HONDA HITS 300

Rather quietly, back in November, a 40th anniversary edition of Honda's GoldWing tourer rolled off the production line at the company's Kumamoto factory in Japan

Nothing unusual about that, except that this was the 300-millionth motorcycle to be manufactured by the Honda Motor Company.

It's 66 years since Honda produced its first bike with the 1949 Dream Type D, a single-cylinder, two-stroke, 100cc that featured a then-unusual semi-automatic clutch. A decade later, the Honda 50 would conquer the USA and, with it, the world. 90 million of the little bikes were sold and today Honda builds bikes at 32 plants in 22 countries.

## HANGING ON THE WIRE

The question of whether or not Harley-Davidson will be rolling out its LiveWire electric motorcycle (on which we reported several months ago) has been answered by the company president and chief operating officer, Matt Levatich...

Speaking at a conference hosted by the Wisconsin Sustainable Business Council, Levatich stated that Harley will put the LiveWire into production when next generation battery technologies are ready. Currently it's estimated that a mass-produced LiveWire would cost around \$50,000 if manufactured today and would only have a range of 50 miles. [Blue]

## BUELL GOES SMALL

So, can you name the world's biggest motorcycle manufacturer? Not Honda or Suzuki, as you might imagine, but Indian firm, Hero MotoCorp. One in every ten bikes sold globally is a Hero. That 10% of the market – and it rises to 50% in Hero's home country of India

Now Hero is coming to Europe with a small bike with big credibility. Next year the company will launch the HX250R, a single cylinder sports bike designed by Erik Buell Racing. In 2013, Hero bought a 49.2% stake in Buell and that investment could pay-off as it capitalises upon Buell's proven name and reputation in the world of performance bikes. The HX250R was unveiled at the EICMA show in Italy last month, along with a 620cc streetfighter, called the Hastur, a parallel twin-engine concept. The first launch will be a 125cc hybrid scooter, but it seems like that we will see the Hastur and the EBR/ Hero HX250R in the UK in 2017. [Blue]



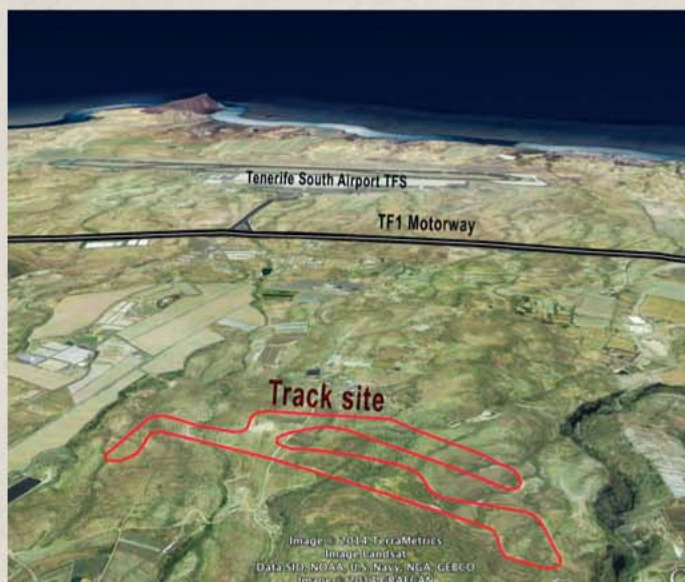




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# TENERIFFIC!

**A couple of months ago I was invited to a champagne breakfast by Carlos Alonso, the President of Tenerife. I would like to say this happens all the time, but the truth it doesn't happen nearly as often as it should**

The reason for this rather civil invitation was to announce a proposal for a new racetrack on the island of Tenerife; it's an idea which has been mooted for some time, but which has only just received the green light from the Canarian government. The world class track is scheduled to be completed in 2017 and will comply with national and international car and motorcycling federation regulations, with the hope of hosting international meetings. The Tenerife Island Circuit is just a few miles from Adeje and Abona, the island's primary tourist areas, while the airport is just a stone's throw from the track. Eduardo Pintage, Commerce Counsellor for Tenerife believes the proposed circuit will have the potential to host races at the very highest level. He says, "The Tenerife Island Circuit is very, very well designed for motorcycle racing, but that's only one half of the story. The consistently good climate and the beauty of our island make it a perfect destination for professional and amateur riders alike. We look forward to hosting motorcycle races of the highest level in Tenerife. I will be proud to see our island making a contribution to the motorcycling history of Spain." And, of course, the fact that Tenerife is a beautiful and sunny place will make it all the easier for you to persuade your family that's where you should go on holiday... [Blue]



## SCOUTING FOR GIRLS... AND BOYS

Two of the first new Indian Scouts to be customised were unveiled at the Progressive International Motorcycle Show in New York in the middle of December

Custom builder and Bonneville Flats land speed record holder, Karlee Cobb of Klock Werks Kustom Cycles, has created 'Outrider', inspired, she says, by the rough and ready attitude of the new model. Outrider is also designed that will inspire home custom builders.

Meanwhile, the blue and silver 'Scout 42' was designed by John Shope of Dirty Bird Concepts in Arizona, and his custom work was aimed at highlighting the sporting heritage of the original Scout and add a sports bike element. Neither bike is hitting anything out of the ballpark for me—and what's with the rear mudguard on each bike that could be upturned and used as a toboggan? However, after his stunning new Indian Chief-engined bike of earlier this year, I am looking forward to seeing what Roland Sands could do with a Scout... [Blue]

## Big Port

**Few people are aware that one of the famous names of the glory days of British motorcycling is still operating, for, although now manufacturing in China, AJS Motorcycles remains a wholly British-owned company producing learner-legal bikes and scooters**

Now the AJS Motorcycles web store is also home to Big Port, a new company which aims to offer competitively priced, high quality custom motorcycle parts and accessories. Among the first of these products are Big Port's new springer forks and front brake caliper set. The forks are available in standard length as well as under stock, and cost from £499, while a left hand caliper set will cost you a not unreasonable £225.99. For more details, and to see future parts, visit [www.ajs-shop.co.uk](http://www.ajs-shop.co.uk) or ring **01264 365103**.



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## FULL MOON RISING

**Last month at the Custombike Show in Germany, I was lucky enough to be one of the first people to see Akrapovic's new concept custom motorcycle**

Although the bike had been kept strictly under wraps – quite literally, it was beneath a big sheet – the game was somewhat given away by a massive photo on the wall behind. Finally, at midday on Saturday (apparently to coincide with the full moon), it was unveiled and it is indeed quite a remarkable beast.

The new project reunited Akrapovic with fellow Slovenian company, Dreamachine Motorcycles with whom it had worked on its last custom bike, 'Morsus', in 2011. Morsus, incidentally, was also on display and still looks remarkable. 'Full Moon', as the new build is called, took some 800 hours to complete and has at its heart a 1524cc S&S Cycle Knucklehead engine. That's about the most 'ordinary' part of the build. From then on, things gets distinctly weird. The carbon and aluminium front wheel is 30 inches in diameter, while the rear wheel is hidden by all-encasing bodywork. Except that bodywork is actually the exhaust – all the sheet metal in the frame and rear fairing is part of the custom Akrapovic system. In short, the bike is the exhaust, if you can get your head around that.

At the front there's 'automated' steering and hydraulic suspension allows the bike to be parked upright. As for lights, I finally spotted LED strips in the edges of the footboards, although in quite what country that would be legal I'm not sure. Did I like it? You know, I'm not entirely sure. In theory, I shouldn't like the whole enclosed rear end which comes perilously close to that 'B' word, 'bagger', but there is something beguiling about Full

Moon, just as there was about Morsus.

As Morsus confounded the critics three years ago and did actually work, I have no reason to believe that Full Moon too isn't a fully-functioning motorcycle. After all, Akrapovic has built this bike to promote its range of Harley custom parts, so it would be an own goal expending all that time and effort on something that didn't work. But, moreover, you get the feeling that Akrapovic built Full Moon because it wanted to and because it enjoys pushing the boundaries of what we think of as a custom motorcycle. [Blue]



## Painted Ladies

**And men. To promote the International Motorcycle Show in San Francisco in November, bodypainter Trina Merry created three motorcycles – made of painted people. After their human artwork, Merry and her team created a sports bike, a dirt bike and a cruiser out of bodies**

As some of this required a certain element of bendiness, it's not surprising to learn that the painted human components consisted of circus performers, yoga instructors, dancers and models. Merry said, "It was a giant human jigsaw puzzle, each person's natural shape, strength, and athleticism helped to build each part of the motorcycle." It would make a fine rally game too, you know... [Blue]







## Up, Up and Away!

Who hasn't, at some point, wished their bike could fly? No? Maybe that's just me, then. Anyway, there have been several flying bikes around for a few years, but Californian inventor Dezső Molnár in particular has been working on the idea since creating the 'Gyrocycle', a street-legal aircraft, in which he made several dozen successful test flights

Molnár has been on the flight test crew at Rocket Racing League which plans to use rocket-powered aircraft to race a closed-circuit air racetrack, worked at Truax Engineering to create the first private manned spacecraft and been crew chief for the Spirit of America land

speed racing team. He's now developing the G2 bike which is powered by a Suzuki GSX-R1000 engine and uses a tilting two-wheel front end from a Piaggio MP3. The G2 has already been clocked at 138mph in testing, and Molnár now intends to begin testing the propeller drive system before reducing weight on the prototype and fitting it with flight gear.

The G2 is intended to be able to take off and land on less than 100 feet of smooth surface, while Molnár used a bike engine as it's both light and affordable. He is now aiming to launch a race series for flying cars and motorcycles, which is something we'd rather like to see... [Blue]

## Prancing Horsepower

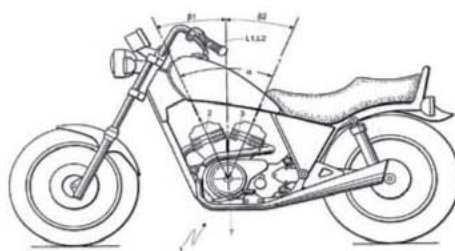
Prestigious car producer Ferrari has just filed a patent for, of all things, a two-cylinder motorcycle engine in a V configuration. Nice to know the guys at Modena are thinking outside of the box...

Of course, a crossover between two and four-wheeled manufacturers is far from rare: Lotus recently launched a motorcycle project (well, one using the Lotus name, at least), while Porsche and Harley-Davidson have worked together. Ducati is now owned by Lamborghini, which is itself owned by Audi and Mercedes has a stake in MV Agusta.

So, how do you reinvent the Vee – or make it sufficiently different to deserve a patent? According to Ferrari's application, the new engine will no longer need balancing countershafts. Instead, the company claims, it will use 'balancing masses' directly attached to the crankshaft that will cut down on both weight and inertia. Submitted with the application was a sketch of the engine in a classic cruiser-style bike. At the same time as it visited the patent

office, Ferrari also submitted a trademark application for vehicle use of the word 'Cavallino' (which means pony in Italian). Surprisingly, considering Ferrari's use of the cavallino rampante or prancing horse as its logo, the company appears to have not trademarked this word previously.

However, Ferrari itself has dismissed any plans for the super car manufacturer to build motorcycles, saying that the image of the bike was only used to demonstrate the technology that Ferrari wishes to protect and that what has been shown on a V-twin could be replicated on a V4, V6, V18 or V12 engine. The thing is, it wasn't, was it? [Blue]



## SKULLYDUGGERY

The Skully AR-1 helmet has already been hailed as a revolution in motorcycle helmets, based upon the short film that the company released on the internet and which you may have seen. The AR-1—the 'AR stands for 'Augmented Reality'—features a 180-degree rear-facing camera and a screen in the bottom right of the field of view, allowing the wearer to see everything behind them with no blind spots

The helmet also features GPS with an interface that gives turn-by-turn directions and can be paired to a smartphone. Skully's founder, Marcus Wells, said; "It takes fighter pilot helmet technology and sort of makes it accessible for the average motorcyclist." However, what is perhaps as remarkable as the helmet is the way in which the project is being financed. In order to attract orders and create cash flow, Skully launched a campaign on crowd funding website, Indiegogo, giving people the chance of special pricing and financing options. The original aim for Skully was to secure \$250,000 of orders. It achieved that in just eight minutes of the campaign going live on Indiegogo. Within two days, sales of the AR-1 had reached £1 million, making it one of the most successful campaigns ever on Indiegogo. By the time the campaign was closed in October, over 1700 helmets (at around £875 each) had been sold and Skully had passed its original target by 979%. Delivery is planned to start in May 2015 when we can see if it's as good as it promises (to date, the motorcycle press hasn't been allowed to actually wear one while riding), and, more pertinently, how much money the first one on eBay will make... [Blue]

## Rum Cubans

Those of you who enjoyed the 2004 film, 'The Motorcycle Diaries' can now splash out on the closest thing to that in real life. The young son of Cuban revolutionary Che Guevara is promoting tours in the style of The Motorcycle Diaries

47-year-old lawyer, Ernesto Guevara, has opened a travel agency in Cuba having, the web site of La Poderosa Tours says, 'inherited from his father the passion for motorcycles'. However, riding in Che's footsteps does not come cheap; a six-day tour starts at £1900, which doesn't include flights to the country.

The name of the tour company (La Poderosa means 'The Mighty One'), by the way, is taken from the name which Che gave to his Norton 500 on which he travelled through South America in 1950. However, there are no Nortons on offer for these 21st century tours; instead, modern Harleys will be used, which is a little ironic, given the animosity that still exists between Cuba and the USA.



# All new Biker Products



## ◀◀◀ DYNAPLUG TYRE INFLATOR

Dynaplug UK has announced a compact but powerful tyre inflator which is ideal for motorcycle use. Unlike many small compressors which have a tendency to overheat, the Dynaplug Mini Pro has a unique fan-cooled motor which is permanently lubricated and maintenance free. Another feature is its integrated polarity protection circuit that protects the inflator from damage if you connect the supply wires the wrong way round. None of us would ever do that. Ahem.

Another feature that will be appreciated by owners of bikes fitted with CANBus electronic systems (although perhaps not by the rest of us because, as we've established in the past, I have no idea about CANBus) is fully compatible with whatever that thing is. An integral linear pressure gauge does away with the need for a separate tyre pressure gauge, with blue LED backlighting ensuring it looks pretty. Sorry, so it's easy to read in low light conditions. A high brightness LED worklight is incorporated to make use at night a breeze. Or as much of a breeze as getting a flat tyre at night can be...The new Dynaplug Mini Pro costs £62.99 plus delivery and you can order online at [www.dynaplug-uk.com](http://www.dynaplug-uk.com)



## ◀◀◀ SHARK REPELLANT

Okay, you might not think you need shark repellent, but when global warming gets worse and Great Whites start swimming up the Thames and the Severn, you will be glad that we tipped you off to BCB Adventure's handy kit.

The shark repellent is packed in a foil sachet and contains a chemical and a thick black dye that repels and disorients the critters. When squeezed in water, the crystalline acetate produces a dense black cloud which irritates the nasal passages of the shark. The inner bag has an attachment cord so it can be kept close to your body. When tested by the US Navy, BCB's shark repellent was the only product out of 24 to achieve any success in repelling sharks. Since then, BCB's shark repellent has been used by Navies worldwide as their approved shark repellent. At just £9.99, can you take the risk that you'll never need this? Visit [www.bcbadventure.com](http://www.bcbadventure.com) for details. No need to thank us.

## ◀◀ HEDON HELMETS

Hedon is a relatively new helmet brand and one that is, perhaps surprisingly, British. In 2011, after years of design and helmet crafting experience, Lindsay and Reg started Hedon. They wanted to rethink protective headgear, aiming for something bold, refined and nostalgic. Each Hedon helmet is a blend of the old and the new, using traditional craftsmanship along with modern technology.

The flagship model of the range is the Hedonist, and, in conjunction with Paris-based 4h10, this is the very first limited edition of the Hedonist. Only 100 '1971' helmet will be made, combining metal flake stripes with a black composite fibre shell and a 'prayers hand' motif printed on the lining. Each helmet will have a numbered brass plate and will cost you £395. For more details, visit [www.hedon.com](http://www.hedon.com) or ring 0208 569 2967.

## ◀◀◀ ALCOSENSE

I've never been too sure about consumer breathalyser tests, primarily on the grounds that if you need a small machine to tell you you're over the drink-drive limit, then you shouldn't be drinking at all. But, the fact is that almost one in five convicted drink drivers are caught in the morning, often not realising that they are still over the legal limit.

You didn't think those police officers who station themselves outside rallies on a Sunday morning are checking we're all off to church, did you? Alcosense are pocket-sized breathalisers which are quick, accurate and easy to use. From £5.99 for a twin pack of single use breathalisers to the digital Alcosense Elite at £59.99, they're available from Boots and Halford. And remember, if you're travelling in France, you now have to carry a breathalyser by law.



## ◀◀◀ FABRIC LOOM WIRING

From Motorcycle Storehouse comes this asphalt-coated fabric loom electrical wiring which is a reproduction of the wiring used in days of yore. Ideal for restorations, authentic classic wiring of just because it looks pretty cool, you can choose from black/white, red/white, green/white or yellow/white. The dimensions of these single wires are 3mm outside diameter with a 1.5mm diameter/1.8mm<sup>2</sup> copper wiring strand (approximately 18 gauge), making this wiring suitable for virtually all applications, except for electric starter. Available in 25-foot rolls through your local Motorcycle Storehouse dealer or by visiting [www.motorcyclestorehouse.nl](http://www.motorcyclestorehouse.nl).



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# GASINO ROYALE

**There may be a gambling theme behind 'Poker Face', the bike you see here, but Foundry Motorcycle, the builder of this particular motorcycle, has established its reputation on hard work and talent and not on luck or the flip of a dice**  **WORDS: BLUE PHOTOS: MERRY MICHAU**

**B**ased on the South Coast, not far from Goodwood, that Mecca for petrolheads, Foundry has been up and running in its premises for less than two years, but in that short time, Simon Lunn and Tom Simpson—the gentlemen who comprise the company—have created a number of fine customs. They've turned their skills and attention to Hondas, BMWs, Moto Guzzis, a Ducati and, of course, the product of Milwaukee. Moreover, they've avoided the trap of being pigeon-holed by a specific genre unlike some of their contemporaries, partly because the two friends have different tastes; Simon leans towards 'trackers and café racers, while Tom prefers bobbers.

They also have varying backgrounds which has brought different strengths and experience to Foundry. Simon worked for many years as an industrial designer, primarily within the aerospace industry, while Tom has worked in motorcycle retails, accessory design and manufacture, as well as spending several years as an artist and blacksmith. In fact, the two met six years ago on a Creative Blacksmith course (I assume

that was a course on smithing artistry and not a tutorial on how to make a big burly chap in a leather apron—although I'd sign up for the latter...). When they fell to talking, they discovered that they were both at a point in their lives and careers where they wanted to make changes and to devote their energies to something about which they felt truly passionate. That something was motorcycles. It took several years for that fledging dream to be realised, but eventually it has led to their shop in Chichester from where they build bikes, import quality products such as the rather lovely Gasolina boots and jackets from Mexico and even make coffee and serve cake at the weekends. Whatever the Foundry boys do, they do with immense style—at shows, you may have seen the stunning combination of 'Old 56', a pale yellow Triumph T110 bobber parked beside the similarly-hued '39 Plymouth shop truck, both of which I will admit to coveting—and Poker Face is no exception to that rule.

The project had a rather unusual genesis; beneath a dust sheet in a warehouse, one of Foundry's customers had discovered a little treasure in the ◉







**COVER  
BIKE**







shape of a ten-year-old Harley-Davidson 883R Sportster. Nothing surprising in that, you might think—bikes do get mothballed for all sorts of reasons and more than a few of you reading this will have a motorcycle tucked away in your shed that hasn't seen the light of day in a year or three. But probably less of you will have a bike that is, to all intents and purposes, a ghost. For whatever reason, the Sportster had been bought but never registered. The odometer read just 14 miles, but the bike had no documentation at all. There then followed

two months of discussion, wrangling and pleading with the monolithic auspices of the DVLA, which Simon Lunn describes simply as “a mind-numbing experience”, before, eventually, everything was sorted out.

Simon and Tom were then presented with another novel occurrence, something which many professional builders may never encounter in their entire career, and that was to start cutting up a bike that was, essentially, brand new. Not chaps to be daunted by such things, the Sportster soon found

**WHATEVER THE FOUNDRY BOYS DO, THEY DO WITH IMMENSE STYLE—AT SHOWS, YOU MAY HAVE SEEN THE STUNNING COMBINATION OF ‘OLD 56’, A PALE YELLOW TRIUMPH T110 BOBBER PARKED BESIDE THE SIMILARLY-HUED ‘39 PLYMOUTH SHOP TRUCK...**







## CASINO BARON FRANK WAS RESPONSIBLE FOR THE THEME, WHILE IT WAS DENNIS OF DLUCKS WHO COINED THE NAME 'POKER FACE'

itself on a bench being divested of its front wheel and having some interference at the other end as the rear subframe was chopped off behind the shock hanger and the shock absorbers replaced. The front rim was then replaced by a 16-inch rear wheel which was machined in order to accommodate the twin disc set-up. As both tyres were to be shod in chunky square section Firestones, the yokes had to be widened by some eight inches.

Rather than as a shop build, the Harley was owned by a customer who Foundry had persuaded into "a few mods". The customer was 'casino baron Frank'—that's just how Simon described him to me, and those three words conjure up such a mysterious, glamorous and perhaps rather

shady picture of Frank that I don't actually want to know exactly what he does. Simon does admit that it was an easier job to cajole Frank into chopping his new bike about that it was to influence his dress sense. Simon says; "With his previous bike, Frank's usual riding attire was shorts and flip-flops. With the new bike, we've got him into full protective gear. Well, open face helmet, string back gloves and some rather fine Italian loafers. Socks optional for winter use only..."

Just about the only stipulation that Frank imposed upon the build was that it should have big pipes and that those big pipes should be clad in heat wrap bandage. Not a problem. The fearless Foundry folk set to, and the result is a system they describe ◊





**SIMON AND TOM WERE THEN PRESENTED WITH ANOTHER NOVEL OCCURRENCE, SOMETHING WHICH MANY PROFESSIONAL BUILDERS MAY NEVER ENCOUNTER IN THEIR ENTIRE CAREER**



## SPECIFICATION SHEET

### Engine:

2005 Harley-Davidson 883R Sportster V-twin, vintage speed boat air intake with integrated 'ice cream scoop' air baffle on custom mount, one-off 2-into-1 exhaust system by Foundry Motorcycle.

### Frame:

Harley-Davidson twin downtube, modified rear subframe.

### Front end:

16" H-D rear wheel, modified for twin disc brake set-up, 5.00 x 16" Firestone ANS Military tyre, H-D forks with replacement springs, custom water-cut widened alloy yokes, Biltwell 'tracker handlebars, Motogadget digital readout gauge.

### Rear end:

16" H-D wheel, 5.00 x 16" ANS Military tyre, Progressive shock absorbers, custom mudguard, handmade LED stop and taillight.

### Miscellaneous:

H-D Sportster petrol tank, modified seat base re-upholstered by Seat Pete, teardrop indicators.

### Paint and finish:

Paint by Dennis at DLucks Custom Paint.

as 'truck-esque', wrapped in enough bandage to insulate the average-sized semi. Oh, and yes, before you ask, it is loud. Very loud. Noise was one thing, but breathing was quite another, as Simon explains: "The air intake is a vintage speed boat 'deck scoop' with an integrated 'ice cream scoop' baffle on a custom mount, and it took a lot of fine tuning. The 'hot rod' air trumpet breathed way too freely and we had to try at least two other scoop sizes before we got the mid-range punch that we were after."

Tom and Simon undertake all of Foundry's fabrication, along with assembly, mechanics, electrics and even some of the basic paintwork. They don't, as yet, offer bike parts on their website, but when and if they do, I predict that items like the little handmade stop light with mesh-shrouded LEDs will fly out of the door.

Frank the casino baron worked with Foundry's favoured painter, Dennis at DLucks Custom Paint, on the Harley's livery. He was responsible for the theme, while it

was Dennis who coined the name 'Poker Face'. And then, with the paint dry, all that was left was for the bike to be assembled and handed back to Frank, although I suspect there was quite some 'test-riding' first... just to check everything was alright, you understand. Simon reports that it's a hoot to ride and really turns heads, although turning corners on the big military-spec ANS Firestones is another thing entirely. But then there's nothing in life like taking a bit of a gamble! ☘







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**STORMCHASER** £259.99

The StormChaser jacket has taken three years to develop and promises a complete 'Heat-Surround' experience thanks to unique FabRoc polymeric technology at the arms, neck and torso. I have no clue what that is, but if it provides a constant 50°C heat output to keep me toasty warm, then that's good enough. The innovative fabric is wind and waterproof and breathable to keep the user dry and comfortable. It's also the most energy efficient product of its type on the market, with the 5amps power requirement giving the maximum evenly spread temperature performance across the entire area of the jacket for the lowest power draw from a motorcycle battery. For details, visit [www.exo2.co.uk](http://www.exo2.co.uk).



**ESKA PILOT GTX GLOVES** £119.00

Austrian brand Eska has been manufacturing gloves – and nothing but gloves – since 1912. More than a century of specialisation and experience, along with the best design and strictest quality control, has led to bike gloves without parallel. These long winter gloves have a 100% waterproof and breathable membrane, knuckle protectors and visor wipes. Made in goat leather, the gloves also have a Primaloft lining which reflect heat as well as knuckle pleats and flexible thumbs for ease of movement. For details, visit [www.dpc-distribution.com](http://www.dpc-distribution.com).



**SPADA BOOT LINERS** £11.95

Boot liners? What's wrong with socks, you might say. There's nothing wrong with socks – they're among the finest garments known to man, but most socks aren't designed for the extremes of cold promised by a British winter. These boot liners from Spada are lightweight and breathable, as well as being thermal and fleece lined, so they've not only keep your tootsies warm, but let them breathe, unlike normal 'five pairs for two quid' socks. And, without your boots on, you can mince around like a pixie. For details, visit [www.spadaclothing.co.uk](http://www.spadaclothing.co.uk).



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## CHILL FACTOR 2 BALACLAVA £9.95

From Spada comes the Chill Factor 2 balaclava which features a windproof membrane, and is breathable, lightweight and flexible, as well as being thermal and fleece-lined. Up until the Crimean War, this sort of headgear was known as an Uhlan or Templar cap, but the more familiar name came about after the Battle of Balaclava near Sevastopol in Crimea. Handmade balaclavas were sent to the British troops who were short of warm clothing, quarters and food. Presumably they ate the balaclavas. Don't try this at home. For details, visit [www.spadaclothing.co.uk](http://www.spadaclothing.co.uk).



## STORMSHIELD HEATED GLOVES £129.00

If you can't quite bring yourself to fit heated handlebar muffs, then how about heated gloves? These bike gloves from Exo 2 are waterproof, windproof and breathable thanks to a Hipora lining. If you could make toast on them, they'd be nigh on perfect. Supplied with a fused motorcycle power cable, long harness, short Y-splitter and an on/off switch (a kit worth £770), these will keep your paws happy and usable, whether you have small hands right through to XXL. Available from [www.getgeared.co.uk](http://www.getgeared.co.uk) or by ringing 0345 017 5007.



## STAY WARM SHIRT £55.00

The trouble with a lot of warm weather gear is that it's cumbersome and difficult to wear under a jacket. However, this high density lightweight hypoallergenic fleece was especially developed and produced for bikers by Bikers Paradise.

It's available in sizes from S to XXXL to ensure a snug fit and easy movement under leathers. The long body means you won't get drafty around the tum and back. Available only in black, although what other colour do you need? Visit [www.bikersparadise.co.uk](http://www.bikersparadise.co.uk) or ring 024 7646 6296.



## HEATED GRIPS £55.00

These grips or bar heaters fit inside handlebars and contain heaters with a dual setting.

Provided your 'bars have an internal diameter of more than 5/8-inch, these will fit, while if you have aluminium or custom metal grips they will be particularly efficient as the heat is transferred to the grips and then your paws. Custom Cruisers can provide you with the full kit which contains two heater elements, a three-position pole switch, switch plate, mounting grommets, insulating material and, of course, instructions. Visit [www.customcruisers.com](http://www.customcruisers.com) or ring 01773 835666.



## HEATED MUSTANG £731.62

Mustang's one-piece touring seat has a 17" wide front bucket for the rider and a 14" seat for the pillion and, yes, it's heated!

There are dual zone high/low settings for the rider and passenger with illuminated switches. The seat is available plain or with studs from [www.mageurope.eu](http://www.mageurope.eu) or ring 0161 337 4390, and the baseplate is open in the middle to accommodate a Mustang or Harley backrest kit. I have a theory about heated seats, but our Louise won't let me tell you...

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WORDS &amp; PHOTOS: BLUE

# AMD WORLD CHAMPIONSHIP OF CUSTOM BIKE BUILDING

## KOELNMESSE, COLOGNE, GERMANY

The first thing shall ye know about the Intermot show is that it's big. No, very big. Really, really big. Yes, even bigger than that...

**O**n the first day that I arrived at the huge Koelnmesse in the German city of Cologne I noticed people scooting about on Segways, those ridiculous upright scooters that look as if they've appeared straight from the pages of a copy of Popular Mechanics circa 1951, probably under the title of 'In the 21st century we will all be using this means of transport'.

On the second day I discovered that, in one of the halls, someone was actually hiring out said Segways to people who, after the minimum of instruction and no supervision, were sallying forth on their strange and precarious vehicles. Alas, no-one fell off when I was watching.

By the third day, Segways were seeming like a pretty good idea...

The show was spread over six vast halls, each of which appeared to be the size of a small county. To give you some idea, Intermot is around four times bigger than the Motorcycle Live show at

Birmingham's NEC – in fact, the area outside the hall that was utilised for stunt shows and test rides was larger than the entire floor space of the NEC show. It's only held every two years and, given the size of the event and the amount of planning and organisation involved, it's easy to see why. This year, there were close to a thousand trade stands and booths and, over five days, more than 200,000 people visited. Even after three days, I still hadn't seen everything and I'd got lost quite a lot.

Much as I like motorcycles, even the second biggest indoor industry show in Europe (the top crown goes to the incomprehensibly huge EICMA in Italy) would not have seen me travel through four countries for simply stock production models. However, this year, the final of the AMD World Championship of Custom Bike Building was held at Intermot, occupying most of one hall.

The World Championships' final has wandered the globe a little in its eleven year history; it started







in Germany at Custom Chrome's headquarters in northern California in 2005 before decamping to Las Vegas the following year and then, in 2007, forming part of the Sturgis Rally in South Dakota where it stayed until returning 'home' last year to Germany. As it's obvious that most of the world's most innovative and stunning custom bikes are built on this side of the Atlantic, a central European location seems an appropriate place to stage the climax. Interestingly, despite that eight-year sojourn in the USA and the fact that many builders from Europe couldn't afford to travel to the US event, the World Championship of Custom Bike Building has only been won by an American once (Dave Cook back in 2009 and no, it wasn't a Harley!)

By the time I turned up on Thursday, the show was already in full swing and the British contingent had been in Cologne for a couple of days. There were four UK bikes in the competition; '3 Finger Eddy' from Rocket Bobs near Swindon, the Ducati-

**THERE WERE CLOSE TO A THOUSAND TRADE STANDS AND BOOTHS AND MORE THAN 200,000 VISITORS. EVEN AFTER THREE DAYS, I STILL HADN'T SEEN EVERYTHING AND I'D GOT LOST QUITE A LOT**

engined 'Typhoon' of Old Empire Motorcycles and, from the south coast, Triple H's FXRSS and Paul Milbourn's 'Nutcracker', as seen in 100% Biker three months ago. It may not sound many – and it would certainly be good to see more British bikes in the show – but it wasn't the smallest national showing by any means. Some twenty-two countries were represented, from Sweden to South Korea and, if you want to know what the South Korean custom scene is like, then on the basis of Bok Don ☛





**AS MOST OF THE WORLD'S MOST INNOVATIVE AND STUNNING CUSTOM BIKES ARE BUILT ON THIS SIDE OF THE ATLANTIC, A CENTRAL EUROPEAN LOCATION SEEMS AN APPROPRIATE PLACE TO STAGE THE CLIMAX**



Kim's 'Maximus', I would say, odd. Very odd.

Sometimes at these events, as soon as you walk into the hall, you spot the machine which you're pretty certain will take the Best of Show. This year, for me, there was no single bike that stood head and shoulders above the rest in that way, although the smart money was on Freddie 'Krugger' Bertrand's 'Nurbs' from the start. Using a BMW straight six and some healthy collaboration from the factory, Freddie had produced an Art Deco-inspired missile that some liked and some loathed, but which no-one could deny was immaculately crafted. Moreover, Freddie knows how to 'sell' a motorcycle – not in the sense of hard cash (Nurbs became a customer build fairly early on), but in pitching the bike. In the run up to Intermod, he had kept Facebook viewers on tenterhooks with snippets of the Nurbs build, while during the show he was usually to be found close by the bike, explaining it to interested parties. It's a technique also used to great effect by Taiwan builder Winston Yeh, and it can't be denied that once someone has spent time talking to a builder and studying their bike in close detail, then they often feel a certain connection. As the AMD contest is judged on the opinion of the competitors

and a small panel of VIPs, then that empathy can win a few more points. But, regardless of that, it's always interesting to have a builder explain their bike to you; Freddie has been doing that for me for years and so one has to admire his tolerance and tenacity.

The Freestyle class was, as always, the one which everyone wants to win and which produces the World Champion but, for me, the Retro Modified category was equally as fascinating. A small class, each entry was a gem and it threw up almost as much variety and radicalness as Freestyle (that's saying something, seeing as entrants in Freestyle included not one but two bikes with completely circular frames). I'm lucky enough to be a World Championship judge – a provenance I established from taking part in the very first year and then refusing to go away – and I can tell you that Retro Mod was as tough to pick as Freestyle. The top three, which you can see on the following pages, could each have so easily taken first place.

It's natural that any show should have good years and not quite such good years, but the 2014 World Championship was as exemplary as any final I've seen in terms of quality, innovation and craftsmanship. Even after three days, there was still enough in the





hall to keep my attention, which is just as well as, on an adventure to find the Indian Scout and some big sculptures I'd been told about, I got utterly lost to the point of panic and had to be gently guided back towards home base by the nice men of Daytona Tec. I wasn't allowed to wander off on my own after that.

As ever, Neil Blaber of AMD, the man who has done more than anyone to make the World Championships a success and who is the first point of call for competitors, was refusing to give away any hints as to the winners before the Sunday afternoon prizegiving. There were one or two surprises in the top ten of Freestyle; one bike finished higher than it should have done if people had looked more closely at it (and I count myself among that number) but that doesn't happen too often in this sort of competition. The British don't have a sterling record in the World Championships, although Pete Pearson of Rocket Bobs' 3rd place last year went some way to mitigate national blushes, while this year Paul Milbourn upheld the side by taking 5th place with his stunning little Honda. And, to the surprise of very few, Freddie Krugger took his second World Championship crown – well, in this case, it's actually

**FOR ME, THE RETRO MODIFIED CATEGORY WAS EQUALLY AS FASCINATING AS FREESTYLE. A SMALL CLASS, EACH ENTRY WAS A GEM...**

a gaudy World Championship ring – making him only the second builder to win the title more than once. He still has a little way to go to beat Roger Goldammer's record of three wins, but I have no doubt that Freddie will return to try and do just that. Because the motorcycles that make the AMD World Championship of Custom Bike Building such a success, and have done so for over a decade, are proof that you never have quite seen it all...👁





WORDS: BLUE PHOTOS: ONNO 'BERSERK' WIERINGA

# 2014 WINNERS

AMD WORLD CHAMPIONSHIP OF CUSTOM BIKE BUILDING



## FREESTYLE - WORLD CHAMPION



Freddie 'Krugger' Bertrand joined the small and exclusive club (just one other member) of multiple-winning World Champions with his BMW K1600-engined 'Nurb's'. He beat 69 other bikes to take the title, which follows his first World Championship victory in 2010 with the 'Veon' V-Rod. Not only has the Belgian builder used the BMW straight-six motor, but he's also retained all of the stock electronics, including the fuel injection and ABS, no mean feat as he switched the standard Beemer brakes for his favoured Beringers.





'Steam punk' is a phrase and description which has been so over-used that it has become meaningless, much like 'bobber' and 'old school', but if I was pushed to use just two words to describe Veikko Sikiö's 'WSA', then 'steam punk' could be those two words. Alternatively, 'barking mad' or 'awesomely crafted' or 'He's Finnish' might well be other useful combinations. All hand-built, it's a work of art. Which is three words.



Francesco Bella of North Coast Custom finished third with his neat and petite 'Fiat Abarth', using a Fiat 500 that may or may not have once been fitted to his father's car. Francesco's English is as good as my Italian. This bike drew a great deal of attention, but wasn't the only car-engined build on display. If I was to choose a decoration to go above my mantelpiece as ornament, it would be this bike.



Ludovic Gaag of Crazy Racers triumphed in the Café Racer class with '750 CR', his exquisitely finished Ducati/Cagiva. Much of 750CR was handmade by Ludovic, who comes from Northern France, including the tank, rear frame, hydraulics system, air intake, exhaust system, wiring loom, handlebar switches, swinging arm and much more. The paintwork was by another top French builder, Bertrand Dubet of Odyssey Motorcycles.

## CAFE RACER



You will recognise Inglourious Basterds Benelli 600 Sport, which scooped the runner-up Café Racer award, from the feature in the last issue of 100% Biker. It's called 'Madiba' after the nickname of Nelson Mandela as it was completed on the evening that the South African leader died. One of the neatest and most compact, yet still elegant little bikes in a long while, it's a combination of Italian styling and sheer verve.



'Tom Sawyer' is proof that the current trend for the BMW café racer has reached Germany, too, which is rather fitting given that all those Beemers came from there in the first place. Dirk Oehlerking of Kingston Custom started with a 1979 R100/7, built a new frame and fitted homemade shocks, seat, fuel tank, forks and mudguard and, for real café cred, Norton silencers and fairing brackets made of spanners.



# STREET PERFORMANCE



If you've taken even a passing interest in the French custom scene, then you will know of Xavier Chante of Riverside Motocyclettes.

He's always built bikes that are fun and look fast even standing still, and 'The Springster' is the latest in a line of bikes that combine looks with performance. It's part Buell, part Ultima, all Riverside.



Sapva Mûvek took the runner-up place in the Street Performance class with his Buell, which retained the original frame and rake, although virtually everything else – upside down forks, swinging arm, clutch, exhaust system, wheels and paint – were the work of the Hungarian builder who shot to attention with the remarkable 'Time Machine' in 2007, a bike which used an automatic Honda Accord gearbox mated with a 1936 Knucklehead engine.



Third placed 'Lobo 3' by Lobo Motive of Barcelona brought together the two sometimes disparate strands of this class – the streetfighter element and the V-twin performance side. A 96 cubic-inch S&S engine is housed in a Lobo softail dragster frame, while the bodywork was carved out in carbon. The front end is by Thunderbike, which also features on these pages with its third-placed Modified Harley. It's mean, it's tough and it's also registered and on the road.



# MODIFIED HARLEY DAVIDSON

A bike inspired by a car opens up all sorts of wrongness with, I'm afraid, Arlen Ness's '57 Chevy Bel Air'd-up 'Ness-Stalgia' springing to mind. But, when Julian von Oheimb of One Way Machine took ideas from an automobile, he did get it just right. The 'Brougham' started with a 2001 Harley Deuce and, from the DKW tank to the hood ornament, styling has been kept refined and sober to make this a thoroughly classy motorcycle.







Ferry Clot of Hot Dreams is a well-known Spanish builder whose creations have featured in many magazines, including this very one, as well as having been the Modified Harley World Champion in both 2007 and 2009. 'Rocket' uses a Softail frame and Evo engine in keeping with the class rules that the frame and motor must be original equipment Harley-Davidson, but with a Hot Dreams swinging arm welded to the frame and a modified Denver's Choppers front end. Ferry has dedicated Rocket to the memory of his mother, Pilar Romano di Antonio.



Thunderbike of Germany has a laudable history in this competition, having won the World Championship with the sublime 'PainTTless' in 2012. Its entry in the Mod H-D class featured a 26-inch front wheel and provided a showcase for the company's increasing range of parts. Front end, wheels and swinging arm on 'TBR' are all by Thunderbike, the only one of the top three in this category to be an official Harley-Davidson dealer. It has a high-tech workshop near Essen where its machinery is the envy of many custom builders.



I'm pretty sure that this is the first Nimbus to be entered in the World Championships and TMT Moto has set the bar high for anyone else thinking of building a custom using the Danish inline four engine.

Using a combination of old parts and ideas - a 63-year-old engine, a 1920s headlight, a 1930s racing leaf spring seat - with neat hand controls and a fire extinguisher tank, it was a shiny little hot rod of a build. Yes, I love this bike.



## RETRO MODIFIED



It looks like a drag bike, it roars like a drag bike and, yes, it is a drag bike! Lucky Cat Garage built the Sprintbeemer to go fast on one-eighth and quarter-mile sprints and it does just that. What was once a BMW R50 engine is tuned and fitted with nitrous fuel injection, it has a Pingel airshifter, one-off headers and megaphones. It's a project that started with the rear tyre, an MH Racemaster drag slick. I love this bike.



It might be a big claim, but I reckon that Abnormal Cycles is partially responsible for bringing the mighty motorcycle and sidecar combination to a new audience, and proving that outfits are cool. In 2011, to everyone's surprise, the Italian company won the Modified Harley World Championship with 'Union', a 1942 Model U, and the chaps have continued building beautiful sleek outfits, the latest being the FLH-powered 'Chicca'. I also love this bike.

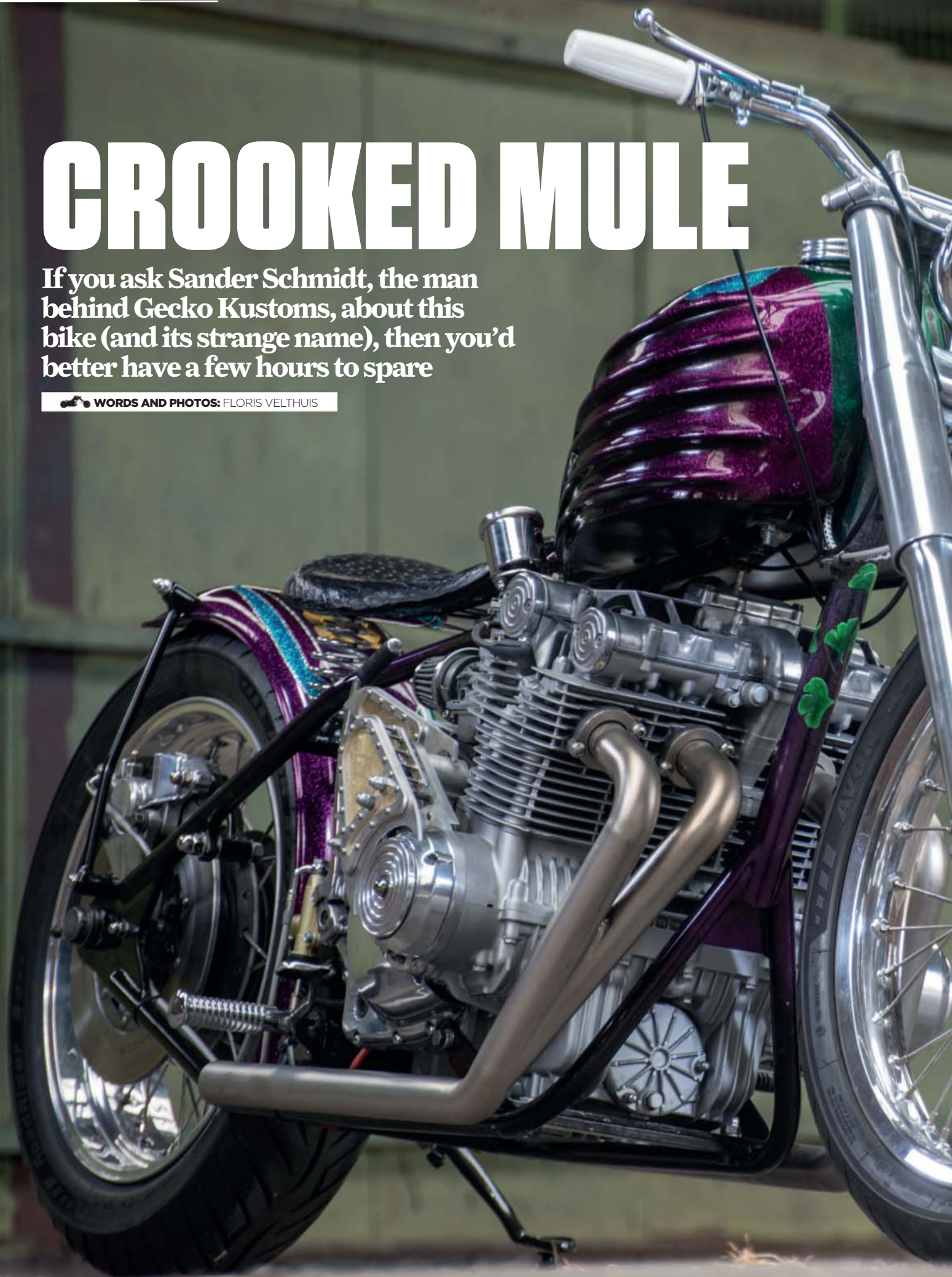


# CROOKED MULE

If you ask Sander Schmidt, the man behind Gecko Kustoms, about this bike (and its strange name), then you'd better have a few hours to spare



WORDS AND PHOTOS: FLORIS VELTHUIS







**T**he project took three years and consumed close to 700 hours and the whole story would fill this magazine. So, I'll try and make it brief for you...

Sander doesn't like to do things the simple way. During his life, he's plunged into various wild adventures, something that is reflected in his style of bike building. He explains; "Ron Finch, the legendary American builder, has always been my hero. Even as a kid I had posters of Ron's bikes on my wall. As for building bikes that are radical and 'out of the box'—well, Ron doesn't even know there is a box! The craziness of his projects is reflected in this over the top Suzuki. Even for my taste, the GS750 looks pretty mad."

Sander builds bikes as a hobby, although even that has got a little out of control and his hobby now includes running Gecko Kustoms where he sells his own parts. He told me how the project began: "I bought this GS750 with a DPP rigid frame. It was properly registered but it needed quite a lot of maintenance. My plan was to fix it up for a quick sale, but it didn't prove to be that easy. At

some point, a dork had done some welding on the frame and it was now pretty much crooked. The whole frame had to be checked, all of the welds redone and everything neatly straightened. That explains the 'Crooked' part of the name. In the automotive word, a prototype vehicle is called a mule. This Suzuki was meant to be a prototype for a lot of new things I wanted to try, so the project became the Crooked Mule. And, believe me, the Suzuki also kicked like a stubborn mule during the process!"

"The original GS750 motor had seen better days," he adds. "Luckily I was able to buy another engine for the staggering price of £40—a bit different from Harley prices! The seller also happened to have a nice pair of forks laying around, so I bought those too, and then shortened and shaved them. For a British look, I made a pair of aluminium fork covers."

It's British motorcycles to which Sander's heart really belongs; before the Crooked Mule, he had built two Triumphs, and so he was a little concerned about the new project. "Triumph I know inside and out, but Suzukis are another story!"

**THIS SUZUKI WAS MEANT TO BE A PROTOTYPE FOR A LOT OF NEW THINGS I WANTED TO TRY, SO THE PROJECT BECAME THE CROOKED MULE**





As well as the aforementioned Mr Finch, Sander also drew inspiration from other quarters, as he explains. “The Japanese chopper scene fascinates me and it’s amazing what those guys are doing out there. Japanese builders are champions in making parts look old and worn with patina. Much of what they build is asymmetric and, furthermore, imperfections are more or less deliberately added. The philosophy is called Wabi Sabi—the beauty of the imperfect. I followed this for the Suzuki because, if something went wrong, I could then say it was done on purpose!”

Having made his own fork covers, Sander then decided to fabricate or modify virtually everything else himself, too. He started by relacing the spoked wheels and then moved on to

creating a new four-into-one exhaust system. The next task was to make the large fuel tank, something which Sander had never done before. He says; “The tank is asymmetric with one side having deep ridges and the other a flat surface for a paint job. I probably used a little more filler than experienced sheet metal workers would have done, but, nonetheless, the result was fantastic.”

As equally eye-catching as the schizophrenic tank is the unusual magneto set-up. “Ever since I made a similar set-up for my Triumph, I’ve always kept an eye out for magnetos being sold on eBay,” explains Sander. “It’s very cool technology, although they’re usually very pricey. One day I ran across a cheap Fairbanks-Morse magneto, which originally was originally fitted to

**THE MAGNETO SET-UP ASSEMBLY WAS A REAL TECHNICAL CHALLENGE—IT HAD TO BE DRIVEN WITH BELTS AND PULLEYS VIA A SHAFT. COMPLETELY IDIOTIC, REALLY!**







## THE JAPANESE CHOPPER SCENE FASCINATES ME AND IT'S AMAZING WHAT THOSE GUYS ARE DOING OUT THERE

a 1960 Mercury outboard motor. This is rare, particularly because this magneto is meant for a four cylinder engine. I wasn't sure if it would work on the GS750 and the assembly was a real technical challenge. The magneto had to be driven with belts and pulleys via an axle. Completely idiotic, really! The standard ignition cover had to be cut away and a pulley was mounted on the shaft. The ignition cover is homemade, in the same style as the one-off fuel cap. A nice detail is the glass marble in the engine cover. My little nephew is still searching for where his marble went..."

Sander had been invited to participate in the 2014 Scandinavian Motor Show in Denmark with his Triumph chopper, one of his previous builds. The Crooked Mule was far from finished when he received the invite, but, just as a teaser, he sent a close up of the magneto.

The organisers were so impressed that they asked him to take the Suzuki along, too. Suddenly, Sander had to step up a gear and embark on the final assembly (even though there was still work to be done) and the paint work.

Yes, even the paint was done by Sander himself, in the basement workshop under his house with a few plastic sheets hung from the







## SPECIFICATION SHEET

### Engine:

1976 Suzuki GS750 inline four, stock carburetors, open air filter, 4-speed gearbox, one-off Fairbanks-Morse magneto set-up from a 1960 Mercury 4-cylinder outboard motor, 4-into-2 stainless bead blasted exhaust.

### Frame:

1987 DPP single downtube rigid, reworked by Gecko Kustoms.

### Front end:

21" Morad wheel laced by owner, Avon Roadrider 90/90 x 21" tyre, stock Suzuki brakes with remote master cylinder, shaved and shortened Suzuki forks with aluminium covers, Suzuki yokes, cheap handlebars, Suzuki risers, Koso speedo, Amal copy Emgo grips, Bates-style headlight.

### Rear end:

18" Morad wheel laced by owner, stock Suzuki brake, one-off mudguard by owner, one-off LED taillight with Rat Fink resin cover by owner, laser cut sidemount number plate by Gecko Kustoms.

### Miscellaneous:

5-gallon petrol tank by Gecko Kustoms, fuel cap by Gecko Kustoms, La Rosa Camel Bird seat, modified Suzuki controls, laser cut battery box by Gecko Kustoms, wiring loom by Gecko Kustoms.

### Paint:

23-carat gold leaf, one-shot, airbrushing by Gecko Kustoms.

ceiling to create a spray booth. The Japanese theme is reflected in the graphics on the tank; as a model, Sander used the famous 1820 woodblock print by artist Katsushika Hokusai of the Great Wave of Kanagawa, one of the most instantly recognisable pieces of Japanese art (it was even one of the items in Radio 4's series, 'A History of the World in 100 Objects'). The frame was painted in green and purple with ginkgo leaves as accents, while metal flake was used for the scheme, topped with 23-carat gold leaf, painted with one shot and finished with precise airbrushing. It was not a straightforward job, says Sander: "Making the countless lines with carbon paper and painting in the

## METAL FLAKE WAS USED FOR THE SCHEME, TOPPED WITH 23-CARAT GOLD LEAF, PAINTED WITH ONE SHOT AND FINISHED WITH PRECISE AIRBRUSHING

areas? Man, that took a lot of time. Then the paint reacted with the lacquer, so I had to rework some of the graphics. But making mistakes and solving them is all part of a project. Crooked Mule, remember? You just have to persevere and keep on keeping on..."

You can see more of the Crooked Mule at: [www.facebook.com/bikermagazine](http://www.facebook.com/bikermagazine) ☒





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A brace of Rene Gillets, only separated by two or three years, and still sharing parts in common.

WORDS: ROB LAWSON PHOTOS: STEVE CORBETT

# COUPES MOTO LEGENDE

## DIJON-PRENOIS, BURGUNDY, FRANCE

It was last winter, there were a few mates sitting around the bar of a Kent pub, seeking the warmth of an open fire and hoping to dry out before the ride home, and then suddenly there was one of those moments when you think, 'What did I just agree to?'

**T**he conversation had turned to the First World War and someone suggested popping over to Ypres to visit the Belgian front. But somehow, between the second and third pint of Landlord's Choice, I'd missed a bit of the conversation. Like the nodding dog that I am, I was signed up on the dotted line for a quick trip to France. Then my friend Mellie mentioned the Coupes Moto Legende at Dijon as being loaded with classic old shite (in fact, the biggest gathering in Europe of classic old shite) and it was a done deal for me. My poor geography of lands south of the English Channel had me thinking that it was a short hop from Ypres to the event. No problem, and then, on the way back

we could pop to the Normandy beaches, too...

The night air cleared my head on the ride home and, by the time I was able to do a bit of internet searching, the truth was revealed—the Dijon-Prenois track was 350 miles further south of Ypres.

So, on a drizzly wet morning a few months later, a lightly loaded KTM Adventurer with Mellie on board turned up outside my house at 6.30am. My own Hinckley Bonneville was carrying luxury items such as extra strong mints and spare socks. Our mission was to get to Calais and then move onto the Ypres Salient battlefields before heading south. Before the first packet of mints was finished we were in Lille and, dropping our bags, hopped





Nattily dressed youngster aboard a 1927 Terrot Type H, unusually it still has a JAP engine, although Terrot was building its own motors by then.



1956 Marco Grandoni 600cc sidecar combination.



1949 Monet Goyon S3G 18cc in need of tender loving care.



Beautiful 1927 Koehler-Escoffier 1000 V2 '4 pipes' (because of the 4 exhausts). Only 13 were ever built.



**MY POOR GEOGRAPHY OF LANDS SOUTH OF THE ENGLISH CHANNEL HAD ME THINKING THAT IT WAS A SHORT HOP FROM YPRES TO DIJON...**

over the border to Passchendaele. Nightlife in Lille scored a big fat zero although we were lucky enough to find a Trois Brasseurs pub with its micro-brewery. They kept stacking the beer on the table until they lost count—we were drinking at three times the rate they could count it... Result!

Ypres itself was a very moving place and the 'In Flanders Field Museum' museum is a very special place indeed; I was lost in the significance and tales of the past generations. A hundred years seems like no time at all. Then, to follow that with the last post at the Menin Gate, was sure fire fuel to get your mind ticking as you head South for Dijon the next day.

Ah—the French motorway (or Peage system) ☐





Inline four built by Charles Ragot in Bordeaux in 1928. The front end was 'borrowed' from a Henderson, and the carb fed by a Cozette compressor.

## I THINK THE TRANSLATION FOR 'PARADE' IS 'WRINGING ITS NECK AND BEATING THE REST'...

if you prefer); it's a pain in the butt for the motorcyclist but, like all things, it was pain before pleasure, albeit 320 miles in one very flat run to Dijon. Good stuff happens and Mellie and I were happy to find new company in the five Harley riders that pulled up alongside us at our hotel. Needless to say, it was an eclectic night based upon the various biking philosophies of the world and the common ground of the Hot Rod Hayride.

The slightly blurred Saturday morning was kind—in fact, almost too kind as the sun was hot... damn hot! Dijon motor racing circuit was bathed in a warmth and hospitality that dissolved the language barrier. Auto jumble market stalls with the wonderment of names such as Motobecane and Terrot confronted us. Obviously the people of France are just as keen on old shite as we are here. They obviously like their '70s Japsters too as plenty of chrome mixed with the exfoliating French classics. Some exotic bits and bobs were to be had, but the best of all was in the paddock.

At the shows at home you slowly start to recognise all the bikes on display, but this was certainly not the case here, as we encountered French bikes with names of which we'd never heard, as well as a few we had. The photos can only show a snippet of what we found. But to sit on the sun-drenched banking with a cold beer and watch the bike 'parade' was brilliant. I think the translation for 'parade' is 'wringing its neck and beating the rest'... Coupes



Fabulous Fantic chopper.



1932 Soyer 500cc OHV.

Moto Legende has been held for twenty-two years (it moved to the Dijon circuit a few years back) and it now attracts 30,000 visitors, including people from all over Europe, as well as the UK, too. And, after a happy day pointing at old shite, we headed to Normandy—just 400 miles away. It's amazing what a wet night in an English pub can inspire you to do! ☘



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# PENDINE RAGER

**On perusing these photos, many readers of a certain age will, I'm sure, be reminded of a particular style of bike-building that emerged in the UK during the late 1980s**

**WORDS: BEN HALL & STU GARLAND PHOTOS: STU GARLAND**

Inspired directly by the way that drag racing machines had been developing, the chief elements of the trend included a long (ish), low rigid frame, a standard length front end, a set of drag 'bars and, to round things off nicely, a headlight fairing pilfered from a stocker and modified to suit. In fact, something looking not a million miles away from Ben Hall's Suzuki GS500-based custom.

This isn't particularly surprising as Ben set out to build a bike that would not only have to be fully road legal and capable of serving day-to-day needs, but which would also periodically have to handle the demands of being thrashed down the strip at Run What You Brung events. Halfway through the project, Ben discovered the Pendine Speed Trials, not only providing him with a deadline for completion, but also determining the bike's finished appearance. Over to Ben:

"I started out on motorcycles as a kid with an old Yamaha moped which, on days when it decided to run, I used to ride on a beach near Weston-super-Mare. Over the next few years, I went through

all manner of old and unreliable tat in a similar fashion, until, that is, I figured out how to make them work properly! These days, I have a full-time job, though I spend most of my waking hours thinking about bike building. I studied engineering at college and then business studies at university, but since completing the courses, in real life I've rarely used anything that I learned.

"This project started with a frame that I bought through eBay. It would be, I'd thought, just the ticket for the kind of rigid Suzuki GS500-engined chop that I'd been envisaging. When it arrived, I started messing around – cutting off brackets, making new ones, etc – but soon realised that, whatever I did, the frame wasn't going to look quite right. So I took it along to a friend of mine with frame-building credentials, Dave Cooling, to see if he had any ideas. Dave promptly cut it up, leaving just the headstock, and started all over again...

"With the bare frame complete and the GS500 lump installed, I set about modifying and installing the GSX-R running gear, as well

**THIS PROJECT STARTED WITH A FRAME THAT I BOUGHT THROUGH EBAY. IT WOULD BE, I'D THOUGHT, JUST THE TICKET FOR THE KIND OF RIGID SUZUKI GS500-ENGINED CHOP THAT I'D BEEN ENVISAGING**











## THE FIRST TIME THE BIKE WAS ACTUALLY RIDDEN WAS AT PENDINE, WHEN WE HAD TO RUN IT DOWN TO THE TECHNICAL INSPECTION AREA FOR SCRUTINEERING

as tackling various fabrication jobs, until the dry build was pretty much finished. Then I stripped it down again and sent parts off to, firstly, Craig at CG Bodyshop for the metallic blue paint job and secondly, to AMC Coating for some durable powder coating.

"It was then that I came across adverts promoting the second modern-day Pendine Speed Trials at Pendine Sands in Carmarthen Bay. It all looked like great fun,



and there seemed to be a pleasant informality about proceedings. Although it's a largely car-oriented event, bikes aren't excluded, so I emailed the organisers, the Vintage Hot Rod Association, with an application to race the GS, and they accepted. This meant that, once I'd collected the painted and powder coated parts for my project, I had to make a series of alterations and adjustments to my build plans in order to end up with a land speed racer.

"Some years beforehand, I'd visited the Lake District specifically to see legendary World Speed record holder Donald Campbell's grave, as well as Coniston Water, where he ultimately met his end in 1967 when his boat, 'Bluebird K7', crashed at over 300mph. I've had

a fascination for both Campbell and the history of speed records for as long as I can remember, and looking down the lake on a boat trip made me realise how much I'd love to have a go myself. I don't own a jet-powered boat (not yet, anyway...), but I did have a bike, so when I saw the chance to add my wheel tracks to the South Wales sands on which Malcolm, Donald's father, had run 'Blue Bird' (and indeed, the place where JG Parry-Thomas lost his life there driving 'Babs'), there was no stopping me.

"In the lead-up to the Speed Trials weekend, things in my workshop were becoming increasingly frantic in an effort to have the bike finished in time. It was all typically last-minute stuff, but before we left home, we did, at least, manage to fire up the tweaked GS engine in situ to make sure that it ran. However, the first time the bike was actually ridden was at Pendine, when we had to run it down to the technical inspection area for scrutineering.

"After that, we just fuelled her up and went for a blast. During







the course of Saturday's racing the weather was a little blustery, but we gradually built up our speeds on a few shakedown runs, after which we took the chance to tighten up loose bits and bobs and generally get things in order. Sunday dawned a lot brighter, and the better weather encouraged faster runs from all of the participants. For our part, we managed to get some really good runs in, peaking at just over 100mph in 5/8ths of a mile ... and that's from a standing start. The fastest bike was a fully-prepped turbocharged Spondon which clocked 140mph, so we were well pleased with our modestly-tuned and inexpensive bike's performance.

"All in all, it was a great weekend, and I've already started work on another GS to take along to next year's Pendine Speed Trials." ☼

## SPECIFICATION SHEET

### Engine:

1989 Suzuki GS500 twin, re-jetted stock carburettors, pod air filters, one-off 2-into-1 exhaust system.

### Frame:

One-off twin downtube rigid by Dave Cooling, approx 40-degree neck rake.

### Front end:

18" GSX-R 1100 wheel, Metzeler tyre, cut down Suzuki mudguard, GSX-R 1100 discs and calipers, braided stainless lines, Suzuki GSX-R 1100 forks and yokes, blanked off anti-dive, one-off 30" drag bars, Yamaha Virago risers, switches on plate by rev counter, knobs from Fender Telecaster, grips free magazine gift, universal halogen headlight.

### Rear end:

18" GSX-R 1100 wheel, Metzeler tyre, GSX-R disc, Suzuki Bandit caliper, cut down fibreglass repro H-D mudguard, LED stop taillight, flat steel struts incorporating chainguard mount for Pendine Speed Trials.

### Miscellaneous:

Modified Harley Sportster petrol tank, fibreglass seat on one-off frame, mountain bike shock, custom wiring loom, one-off octagonal underseat electrics box.

### Paint and finish:

Metallic blue paintwork by CG Bodyshop. Powder coating by AMC Coating. Polishing by owner.

### Thanks to:

Brad at Asum Engineering for the anti-dive plates, Dave Cooling for the frame and Craig at CG Bodyshop for the paintwork.



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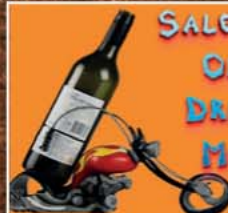


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# CUSTOM CRAWLER

The Taunus mountain range wends its way across the Hesse region of Germany, taking in rolling hills, ambling forest roads and spa towns. The highest points host hillclimbs and rallies while, lower down, it's an area ideal for motorcycling. And it's here that Benno's Custom Road has made its home...



WORDS: BLUE & HORST ROSLER PHOTOS: HORST ROSLER







**B**enno's Custom Road is a motorcycle firm in Bad Camburg, where it services bikes, sells parts and builds custom bikes from a cool shop that is built out of so much timber that it's almost like being inside a very large tree, right down to a life-size bare chested Native American Indian made out of wood. But there's nothing wooden about the lively bikes that the German shop builds and thus the company was chosen to create one of Custom Chrome Europe's latest Bolt On And Ride bikes. CCE asks several builders each year to craft a motorcycle using their

pick of CCE's extensive range of parts. The idea is to show that customising can cover everything from replacing a few key items to building from scratch with a West Coast Choppers or Santee frame, which CCE stocks. I'm sure this is purely a promotional exercise and absolutely nothing to do with the fact that the staff of CCE then get to hoon around on said bikes for several months. Riding custom motorcycles all over Europe? It's a terrible job, but someone has to do it...

Benno's Custom Road started with a 2002 Harley-Davidson Sportster 883. The 883 engine is a perfectly capable motor, albeit not one that packs the biggest of punches. So it was fitted with an S&S Cycle 1200cc big bore kit, an upgrade which retains many of the engine parts like the crankshaft and rods. A Mikuni HSR42 carburettor was added, topped by one of CCE's black V-Stack air filters. The engine was treated to a retro look with the fitment of a complete EMD cover kit, which gives the primary cover in particular an old school finish. The standard exhaust system was replaced with a BSL Products' Bomb which features 'Sound Management' whereby the noise can be adjusted by a turnkey in the rear pipe.

The guys at Benno's Custom Road take what could only be called a sensible approach to customising. They feel that you need to stop and think about what you're going to do. They say; "Usually, the first ideas







## SPECIFICATION SHEET

### Frame:

2002 Harley-Davidson twin downtube.

### Front end:

19" x 215" RevTech T5 Midnight Series wheel, RevTech T5 disc, RevTech 4-piston caliper, Heidenau 110/90 x 19" K60 Scout tyre, H-D forks, Progressive Suspension springs, covers by Lowbrow Customs, Lucas Streetfighter handlebars, Biltwell Thunder risers, Joker Machine bar end mirrors, H-D grips, Motogadget Speedster speedo, Motogadget Sure Shift gear indicator, H-D headlight with CCE Prison fairing.

### Rear end:

21" Harley-Davidson wheel, 3.00 x 21" Avon Speedmaster MKII tyre, Honda CB400N mudguard

### Miscellaneous:

Harley-Davidson petrol tank, Joker Machine Flip-Up filler cap, H-D oil tank, Burlly seat, LSL footpegs, Highsider LED indicators, H-D wiring loom modified by Benno's Custom Road.

### Paint and finish:

Paint by Johannes Heil.

you come up with are completely crazy. So you have to pay attention to detail and how you can implement and sometimes compromise those initial plans. We build bikes for the road and there's no point building something that looks great but can't be ridden." Thus, for this build, they kept the Sportster frame as stock, although the forks have been upgraded using Progressive Suspension springs. The forks were then covered with a set of sheet metal covers by Lowbrow Customs, cleaning up the look of the front end. This modification does mean dispensing with the front mudguard, but hey, the bike looks better with it!

Benno's did, however, leave the mudguard mounting points in place rather than shaving them off, just in case an urge to refit a fender might seize them in the future.

A pair of RevTech T5 wheels with a 'Midnight series' cut, was selected for each end, both with matching brake discs. Then, to give the bike a tough, off-road attitude, Benno's fitted Heidenau tyres; although not as well-known as the likes of Metzeler and Michelin, Heidenau has been producing motorcycle tyres since 1946 and offers a wide range, including specialised rubber for competition bikes and vintage motorcycles. The K60 Scouts chosen are

**THE IDEA IS TO SHOW THAT CUSTOMISING CAN COVER EVERYTHING FROM REPLACING A FEW KEY ITEMS TO BUILDING FROM SCRATCH WITH A WEST COAST CHOPPERS OR SANTEE FRAME**







## **DURING THE BUILD, THE BIKE GOT DUBBED THE 'CUSTOM CRAWLER' ALTHOUGH I DOUBT YOU WILL EVER SEE THIS MOTORCYCLE BEING RIDDEN AT A CRAWL**

designed as a dual sport tyre, and give both cornering stability and wet weather grip as well as being equally happy off-road.

With the exception of the forks, some of the standard Sportster front end components were removed in favour of parts which were felt to be more in keeping with the stripped down, quasi-'crosser look that was evolving. Lucas Streetfighter handlebars on Biltwell risers take care of handling while Joker Machine bar end mirrors tip a nod at seeing what's behind you. Highsider LED indicators were fitted, although they're only really noticeable when switched on. The stock Harley headlight has been dressed up with one of CCE's 'Prison' fairings, which are as equally at home here as on a café racer. (Incidentally, the shelves marked 'Café Racer' were also raided for a Burly seat.) Although the fairing is designed not to block any more of the headlight's output than strictly unavoidable, Benno's also fitted a couple of aftermarket lights, just to ensure excellent visibility at night. A polished Motogadget

Speedster speedo finished off the front end, along with a Sure Shift from the same source, informing the rider of the current gear.

The stock Harley tank was retained—after all, this bike isn't aiming to match the long distance performance of something like a Transalp—but it has been given a different twist with the addition of a Joker Machine flip-up filler cap and the classic-style rubber side panels. Paintwork was kept subtle, although Benno's liked those Heidenau knobby tyres so much that they designed a scheme which sees the bike having a matching tyre print from one end to the other, including inside the little fairing. During the build, the bike got dubbed the 'Custom Crawler' although I doubt you will ever see this motorcycle being ridden at a crawl. And if you do, feel free to confiscate it because such behaviour would just be plain wrong. Benno's Custom Road and CCE believe that motorcycles should be enjoyed, preferably in a robust manner, and that's a sentiment with which we can all identify. ☒







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WORDS AND PHOTOS: JOHN LILLEY

# EANA MCC'S THE SHALLY

## THE KING & TINKER, ENFIELD, MIDDLESEX

It's hard to define what makes for a great bike rally, but one of the most important things has to be getting lucky with the weather. Well, despite forecasts of thunderstorms all weekend, Eana MCC were indeed lucky, with Middlesex being bathed in glorious sunshine for the entire duration of the 10th Shally

**T**he Shally is so called because it is bigger than a show, but not quite big enough to be a rally, although it normally attracts around 200 visitors on the day. This time, as last year, it took place at the King and Tinker pub, a country hostelry in a surprisingly rural location considering that it's just off the M25. The pub grounds provided enough space for a bunch of stalls and a stage, as well as camping in the garden behind. A local butcher provided handmade burgers and sausages for the Eana-run burger van, and an outside bar in the garden served up six different cask ales, thus taking care of the main basic food groups.

The day kicked off slowly, with many punters in two minds whether or not to trust the blue skies above them but, by mid-afternoon, the car park was full and the bar was doing a brisk trade, while stalls

were offering everything from vintage bike parts and CDs to dream-catchers and cakes. Between three and five o'clock, the main show entertainment took place, all of which was splendidly compered by Eana's Matt the Hat and his many costume changes. First was the Yard of Ale competition, the winning time of which was just 17 seconds, with the youngest contestant appearing to be about six years old. The traditional Eana tug-of-war competition consisted of several rounds with guest clubs putting up teams, as did the stall holders and there was even a kids' team. Without doubt the high point of the day was ye olde Eana stocks, which saw many a biker line up to be pelted with wet sponges for charity. Why so many of them decided to go in semi-naked is anyone's guess, but it helped raise over £200 for charity over the weekend. In between all of this







**YE OLDE EANA STOCKS SAW MANY A BIKER LINE UP TO BE PELTED WITH WET SPONGES FOR CHARITY. WHY SO MANY OF THEM DECIDED TO GO IN SEMI-NAKED IS ANYONE'S GUESS...**

merriment, the crowd listened to the first of two live bands and music from ancient local biker, DJ Brains.

This year there were eight handmade trophies on offer for the bike show, with some very nice machines turning up, despite the threat of a downpour. The winner of the loudest pipes tipped the meter at just over 120 decibels, setting off car alarms on the other side of the pub. Good work! A beautiful red chop with a one-off frame and an S&S motor won three trophies, including the much converted Landlord's Choice. (The landlord himself has several bikes, including a Harley, so he's no—to excuse a pun—mean judge.) One trophy was hastily renamed Best Oil Leak and went to an otherwise lovely Triumph that had unfortunately started oozing lubrication on its way to the show.

The party continued well into the night with the evening's brilliant band. 'Four Non-Johns',

getting the crowd up on their feet. They were accompanied by improvised laser show that saw the revelry continue until nearly midnight, the bar serving until the kegs ran dry, with many of those who stayed the night having to camp on the nearby showground as the camping area was full by 4pm. And then the pub opened early on Sunday for breakfast and it was a dry ride home for everyone, which is exactly how it should be. ☘



FOR

# HARLEY

Being born to biker parents, Dave Bopper's path was chosen for him. Having been brought up around their friends, his choice of future transport was set in stone before he had even learned to walk

 WORDS AND PHOTOS: MDM@FLAT-OUT.COM







**T**hen, after watching films such as 'Easyrider' and 'Harley Davidson and the Marlboro Man' while growing up, his heart and path was set, and Harley-Davidson was the only way to go... Through life's adventures, Dave rode and owned a variety of bikes, and indeed rode life's rich highway—smooth tarmac, potholes and diesel spills. And yes, that is a euphemism for Dave's somewhat exciting lifestyle.

Then, pow! He met Stacey, and life was good. In fact, life went from good to better and even better. The smooth tarmac started outweighing the potholes and diesel spills. While wheeling and dealing, he swapped his Triumph TR6 for a Harley Sportster 1200, which was remarkable timing, as, just then, Stacey informed him that he was going to be a daddy. The name of their baby was picked before Dave and Stacey even knew whether it was going to be a girl or a boy; those childhood influences and the effect of his cinematic viewing gave him just one choice—Harley! And, when the day came, their little bundle of joy was a beautiful baby girl.

As Harley grew, she became

bike mad, shadowing Dave everywhere, even into the garage when he was working on his bikes. Life was good, really good. But then Harley started having problems walking and, following test after test, the bombshell was dropped: Harley had cerebral palsy. The doctors said that it might only be affecting her legs and, with plenty of exercise, things could be okay...

Harley hated doing her exercises, so a deal was struck with her by her parents. "Harley, you do your exercises and Daddy will build you a bike that we'll call 'Harley'!" It worked; Daddy's girl did her loathed exercises as Dave set to with the build of the Sportster, and the bond between father and daughter grew even stronger as she also started to help with the build of the bike.

The engine was hopped up, courtesy of some Wiseco pistons, Manley valves, an uprated oil pump and the very cool twin oil coolers, and although the original carb was retained, it now breathes through a free-flowing K&N filter and has had the jetting altered to suit, while spent gases are expelled via a set of

**THE NAME OF THEIR BABY WAS PICKED BEFORE DAVE AND STACEY EVEN KNEW WHETHER IT WAS GOING TO BE A GIRL OR A BOY; THERE WAS JUST ONE CHOICE—HARLEY!**





straight-through drag pipes.

The frame is a one-off goose-necked rigid, held off the deck by a 16-inch wheel at the rear and a set of standard forks, with 4-inch extensions, and a 21-inch wheel, giving that traditional chopper balance of wheel sizes, rake and length. The trad look is continued with the twisted 'bars, Bates headlight, Sportster tank and piked filler cap.

After the way that his Royal Enfield bobber had turned out (as featured in 100% Biker), Kev at Projex was called on again to make some of the parts for Harley's bike, including the very nice engraved bottom yoke. However, by now, Harley's legs were getting worse and, to Dave and Stacey, it felt that they were spending more time

in the hospital than anywhere else. Then, on 17th December 2009, they were told that she had a terminal illness—late infantile metachromatic leukodystrophy. Dave says, "I can't describe the feeling of numbness that hit us all, but the race was on, Harley's bike had to be finished before she was too ill to know or see it..."

It was all hands to the deck and, with Projex and Moto Paint helping out, the bike was completed in candy red, so chosen as Harley used to polish the engine ('cleany-cleany,' as she said) with her Iggle Piggle blanket. And, as Dave had promised, there's a very appropriate rendering of the Harley logo on the sides of the tank, too.

If the final touches seemed to



**THE BIKE WAS COMPLETED IN CANDY RED, SO CHOSEN AS HARLEY USED TO POLISH THE ENGINE ('CLEANY-CLEANY,' AS SHE SAID) WITH HER IGGLE PIGGLE BLANKET**





## THERE'S NOW A STICKER ON THE DRIVE SPROCKET COVER THAT GIVES A SUGGESTION TO ANYONE WHO MIGHT BE THINKING OF INTERFERING WITH THE BIKE THAT THEY DON'T...

go far too easily, further trauma was encountered on a ride out to a local show. Thanks to a friendly bystander who pointed out that the bike had been fiddled with, and a broken dipstick indicating that something having been put in the oil tank, it was discovered that some lowlife had put grinding paste into the oil.

Subsequently, the bike was stored away for a year while Harley fought her illness and Dave built himself a Yamaha XVS (also soon to be featured) but, as she loved the sound of the Sportster's open pipes, it was put back on the road again, although somewhat understandably, it never leaves Dave's sight now. But there's now a sticker on the drive sprocket cover that gives

a suggestion to anyone who might be thinking of interfering with the bike that they don't...

Harley knew that the bike was built as a tribute to her, and both the bike and the build give Dave and his family memories that'll be cherished forever. So it'll come as no surprise to hear that the bike will never be for sale.

Tragically, Harley lost her fight on Thursday November 27th 2014. She was just seven years old. Our thoughts are with Dave, Stacey and their family and friends. I, for one, can vouch for the fact that they all cherished each and every moment with Harley, and that she was shown such incredible love and affection over her too short life.

This is for Harley. ☒

## SPECIFICATION SHEET

### Engine:

Harley Davidson 1200cc Sportster V-twin, modified 4-speed gearbox, Wiseco pistons, Manley valves, uprated oil pump, twin oil coolers, Buell oil filter cooler, oil pressure gauge between pushrod tubes, replica S&S airbox with K&N filter and crank breather plumbed into airbox, original carb with Stage 1 jetting, straight-thru 2-into-2 drag pipe exhausts.

### Frame:

Goose-necked twin downtube rigid.

### Front end:

21" wheel, standard H-D caliper and disc, Avon Speedmaster MkII 3.50 x 16" tyre, standard forks with 4" extensions and stainless steel covers, one-off billet yokes, blind top yoke, one-off risers and barley twist handlebars, no switchgear, original H-D mudguard, 4 1/2" Bates headlight.

### Rear end:

16" wheel, original H-D caliper and disc, Avon S-M MkII 5.00 x 16" tyre, stainless steel rear mudguard struts, steel sprocket geared for higher top end, modified mudguard, blue spot catseye taillight.

### Miscellaneous:

One-off 4-litre stainless oil tank with temperature gauge, high/low, horn and start buttons in panel on frame, one-off seat base by owner covered and padded by Dragon Seating, Royal Enfield Bullet sidestand, one-off forward controls and linkages.

### Paint and finish:

Red pearl with one-off airbrushed logo by Lee at MotoPaint.

### Thanks to:

"Harley, without whom the bike would never have existed! Kev at Projex for his engineering skills and especially the bottom yoke he made just for Harley; Lee at Moto Paint for the excellent paint job and the air brushing on the tank made to look like the traditional logo but with 'Harley Daddy's Girl' in the centre and 100% Biker for featuring the bike and Harley's story."





WORDS &amp; PHOTOS: LENORE

# FERRY BOAT INN CHARITY DAY

## FERRY BOAT INN, GORLESTON, NORFOLK

There's nothing quite like a sleepy seaside town in the summertime, tranquil and quiet... that is until 100 or so motorbikes show up

**T**he Ferry Boat Inn overlooks the waterfront in Gorleston, Norfolk, and is no stranger to attracting large numbers of two-wheeled customers. This was its third annual bike show to raise money for the former Fire Service Benevolent Fund and there were even a few firemen in attendance, along with their truck (much to my delight).

The motorbikes however, were not few. They were crammed into every inch of the car park and stretched down the road—fortunately, a side road had been closed to provide more parking. Harleys, stock and custom, were in abundance, along with a few lovely bobbers. Drawing particular attention was a cracking little Honda twin with an extravagant girder front end and a beam frame downtube with cut outs through which one of the exhausts was fed. Another had a well-known German metal band's logo embossed into the seat leather—the owner was easy enough to spot with his matching Rammstein tattoo and Rammstein T-shirt. Add to that, various choppers (among them a very nice flamed hardtail XS650), some classics, a handful of combinations (including one with a coffin as a sidecar) and streetfighters and they had just about everything covered.

Inside the pub, the music blared and the beer flowed, while the children had their faces painted (and a few adults, too, although this might have had something to do with the amount of beer consumed). After a few pints of Adnams myself, I



had to be extra careful picking my way through the maze of machines—the last thing an event needs is a wobbly blonde accidentally playing motorbike dominoes on the way to the industrial-sized barbecue for a burger. While there were collection buckets scattered around, it was the raffle that brought in the bulk of the donations. With prizes from Motorcycle Storehouse, T&R Motorcycles and Krazy Horse (among many others), £1,055 was raised for the Fire Fighters Charity. And then bluesy rock band Egypt, now well into their third decade of gigging, provided the entertainment for the evening, bringing the whole day to a fittingly loud end. ☒



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WORDS AND PHOTOS: BLUE

# NCC SUFFOLK CUSTOM SHOW

## THE BENNETT ARMS, ROUGHAM, SUFFOLK

If you are of a certain age and grew up or lived in Suffolk, then you may well remember the Rougham Tree Fair. It was, as it sounds, a bit of a hippy event but it also had something rather special, and that was the support of the local community



Whereas many small villages would have bridled at the thought of such an event, even in the late 1970s and early '80s, it seems that the people of Rougham positively welcomed strangely-clad visitors, weird music and even the Tibetan Ukrainian Mountain Troop, a collective of performers, clowns, musicians and hangers-on and a fixture at every free festival through the 1970s (although, to be fair, the Tibetan Ukrainian Mountain Troop did used to stay in Rougham at a local commune during the winter). The Fair was run by the Green Deserts charity and the people of Rougham in a field opposite the local church and was more a huge anarchic village fete than a festival. If you were a small child, as I was when I went, it was wonderful. Sadly, when the Peace Convoy turned up with a hundred trucks and buses in 1982, it overwhelmed the site and the village,

and the Tree Fair was never held in Rougham again.

Well, NCC Suffolk's annual custom show is nothing like that, although the fact that it's been held in Rougham for years without any apparent grumbling from the locals (as so frequently happens elsewhere) appears to demonstrate that this tiny Suffolk village is still pretty open-minded about people who digress from what is often seen to be 'normal'.

Once a year, the field behind the Bennett Arms fills with bikes and people just generally having a good time, and so it was again this summer. Admittedly, the weather wasn't quite as genial as it has been at past shows – I arrived in the middle of a rain storm although, to their credit, no-one blamed me for that. The clouds parted long enough for people to have a good look around the motorcycles (some acting as impromptu washing lines to dry





the gloves and jackets of those who, like me, had been caught in the rain) and quaff a refreshing lemonade in a passing bit of sunshine to the strains of Rattleshack, playing their own brand of Fenland moonshine-laced country. Luckily – and without any planning on my part, honestly – I happened to be admiring the splendid work of artist Hilary Stokes of Hurricane Airbrush Art when the next downpour came and therefore had staked a place under her gazebo. That latecomers were pushed out into the rain is just a wicked rumour.

Once the rain had stopped again, there was time before the next shower for the prizegiving – you can see photos of the winners on the 100% Biker Facebook page – before heading for home. I'd quite like to live in a village like Rougham. Not sure I could put up with all those damn hippies and bikers, though... ☒

**I'D STAKED A PLACE UNDER HURRICANE AIRBRUSH ART'S GAZEBO. THAT LATECOMERS WERE PUSHED OUT INTO THE RAIN IS JUST A WICKED RUMOUR**



# IN YOUR FACE!

**The custom motorcycle scene has been undergoing something of a resurgence of late. Check out the custom bikes recently been commissioned by the likes of Yamaha, Triumph and BMW and you'll see that modifying motorcycles no longer has the same stigma amongst the mainstream of just a handful of years ago**

**WORDS AND PHOTOS: MDM@FLAT-OUT.COM**







**A**t the forefront of this revival (well, more of a breaking of boundaries, really) is the current popularity of bobbers, cafe racers and street trackers, although, if you check out the price tags on some of the examples of trendy customs punted out for by businesses that only seem to have popped into the light over the last couple of years, then you'll be thinking that even simple custom bikes are well beyond the capacity of any normal bloke or blokette's wallet.

Of course, you'd be wrong, as Dave Sutton's ultra-cool Kawasaki proves. Dave is the man behind the Oily Rag clothing range and, a year or so ago, he built a funky hard-tailed Triumph to use as a promotional vehicle, and as a bit of fun as well. When he'd finished the Triumph, he moved straight on to the next Oily Rag project, an XV750 cafe racer, although that was soon put on hold...

Like many of us, Dave has a constant eye on internet auction sites, not only hunting for parts, but also with an open eye to potential bargain projects. While pondering about the Yamaha project, and dreaming of the XR750 flat tracker that he'd always wanted (well, haven't we all?), he spotted a 1977 Kawasaki Z400 on eBay. To be more accurate, he saw a box full

of Z400 parts... The bidding had reached £200 so, throwing caution to the wind, he threw his hat in the ring and won it for just £240.

Rather than put the box of Kawasaki parts to one side as work continued on the Yamaha cafe racer project, they swapped places on the priority list, with the thought that the Kawasaki could be thrown together relatively quickly ... and because Dave really couldn't wait to get stuck into the little Zed. Of course, when you're doing something properly, 'thrown together' isn't an appropriate phrase, and Dave isn't the sort of bloke to do things by halves. If you're going to do it, do it right.

However, he also doesn't like to be spending money when it's not needed. A perfect example is the wheels; while he didn't want the bike being all shiny and chromed, he also couldn't justify on shelling out for some cool aluminium wheel rims. So, after a good long chat with Paul at Central Wheels, the suggestion was made that a chrome-look powder coat could

be used on the wheels—it's not as brash and bright as real chrome but looks more like aluminium.

But we're getting ahead of ourselves. The style that Dave was looking for was a take on a street scrambler, along with pinches of flat tracker, dirt bike, grass racer, etc. In fact, the sort of machine that any bike-mad teenager in the 1980s would have understood. Think of Steve McQueen and the original 'On Any Sunday' film, and you'll be close to the sort of bike that Dave wanted to build!

The one bonus of the bike arriving as a big box of bits was that Dave didn't have the issues of corroded fasteners during a first big strip down, seeing as it was already stripped. The down side was that he wasn't really sure if everything was there with which to build a complete bike! However, as it wasn't a concours restoration, this wasn't really such a big an issue.

The frame had any extraneous bracketry removed and the subframe was cut back to suit a flat seat much like those seen

**WHILE DREAMING OF THE XR750 FLAT TRACKER THAT HE'D ALWAYS WANTED (WELL, HAVEN'T WE ALL?), DAVE SPOTTED A 1977 KAWASAKI Z400 ON EBAY**





## SPECIFICATION SHEET

### Engine:

1977 Kawasaki Z400 sohc parallel twin, 28mm Mikuni carbs, K&N filters, custom-made 2-into-2 exhaust.

### Frame:

1977 Z400 twin downtube, subframe cut back, all unnecessary brackets removed, rear footrest supports and pegs removed and replaced with CR450 motocross style pegs, one-off bash plate.

### Front end:

18" powder coated wheel rim and stainless spokes, standard Kawasaki hub, Mitas 3.25 x 18" tyre, standard master cylinder, Kawasaki Z400 forks, yokes, disc and caliper, Renthal handlebars, no switchgear or clocks.

### Rear end:

18" powder coated wheel rim and stainless spokes, standard Kawasaki hub, Mitas 3.50 x 18" tyre, Kawasaki Z400 swinging arm, shocks, disc and caliper.

### Miscellaneous:

Kawasaki KH250 petrol tank with Yamaha DT175 filler welded in, one-off Oily Rag sidepanels, custom seat, electrics by Nick Beale of Bi-Products using Lowbrow Customs ignition switch.

### Paint and finish:

In Your Face Green by Oily Rag.

## THE STYLE DAVE WANTED WAS A TAKE ON A STREET SCRAMBLER, ALONG WITH PINCHES OF FLAT TRACKER, DIRT BIKE, GRASS RACER...

on Triumph scramblers of the '70s (and, nowadays, invariably referred to as a 'bobber' seat), while the pillion pegs and hangers were cut off and chucked away. This was going to be a one person toy! The standard rubber-covered footrests also went in the bin, and a pair of ultra-grippy 'bear trap' type pegs from a Honda CR450 motocrosser fitted in their place.

All of the standard rolling gear was retained, the aforementioned powder coated and re-spoked wheels sitting in the standard fork legs and swinging arm, with standard (albeit re-conditioned) brakes front and rear, too. A set of Renthal handlebars add a taste of off-road, while the number boards on the front, along with those replacing the sidepanels further back, give a race vibe too. That's accentuated by the lack of any

switchgear, lights or speedo! Dave runs the Kawasaki on a daytime-only MoT, so the provision of illumination is unnecessary.

The biggest problem during the build was the fact that, when the Zed was first manufactured back in 1977 (actually, Kawasaki built the Z and KZ 400 twins from 1974 to '83), no consideration was given to the fact that there would be any around nearly forty years later, and so getting hold of seals and bearings wasn't quite as easy as Dave would have liked it to be.

The engine is standard, although now partnered with a one-off high level exhaust (again, hints of Triumph scramblers) and the original Keihin 36mm carburettors have been replaced by race spec 28mm Mikuni units and K&N filters to keep out the dirt. With the exhaust pipes mounted out of the







**THERE WASN'T A HUGE AMOUNT OF BODYWORK TO BE PAINTED, BUT DAVE WANTED IT TO BE NOTICED. SO HE CHOSE WHAT HE LIKES TO REFER TO AS 'IN YOUR FACE GREEN'...**



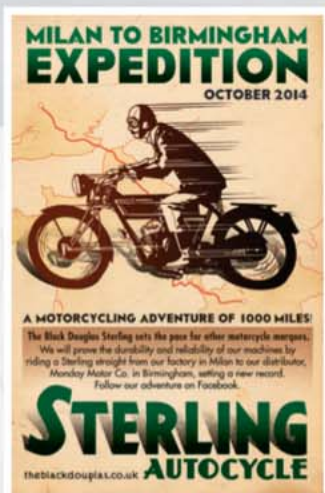
way, Dave made up a one-off Oily Rag-themed bash plate to protect the engine's sump on days when the going gets a bit bumpy and rocky.

A petrol tank from a KH250 was used, with a filler cap from a Yamaha DT175 welded in the top, although it needed rather a lot of work to get it to fit properly, as well as the filler mods. With abbreviated mudguards front and rear, there wasn't a huge amount of

bodywork to be painted, but Dave wanted it to be noticed. So he chose what he likes to refer to as 'In Your Face Green', which pretty much explains just how bright a hue it is!

Much like the Oily Rag Triumph, the Kawasaki is another keeper and, when Oily Rag finally gets around to opening a store, the little Zed will be hiding amongst the clothing, just waiting for the weekend... ☘





WORDS: JOHN MILTON PHOTOS: BLACK DOUGLAS

## MILAN TO BIRMINGHAM

If you are a motorcycle manufacturer, how do you deliver the machines to your appointed dealer? By truck? Freight train? Or perhaps you just ride them there, all the way from Milan to Birmingham, as the Black Douglas Motorcycle Company has just done

**A**dmittedly, it was just one motorcycle, the Sterling Autocycle 'UKoot', which was being delivered to Monday Mo Co, but as it was the very first model to be sent to these shores, Fabio Cardoni of Black Douglas, which is based a half-hour from Milan, decided to deliver it personally. Black Douglas makes vintage-style motorcycles which look more British than Italian and the message was clear with this mission; not only is the Sterling Autocycle an elegant and stylish bike, but it's perfectly reliable and able of undertaking long distance journeys.

The motorcycle which set out from Milan in October—not the most clement of months in which to attempt such a trip—is the Countryman deluxe, the latest version of the Sterling Autocycle which combines a flat-tank design with a modern engine and electrics. The carbon steel double beam open cradle houses a four-stroke single cylinder pushrod engine. And yes, it is, like the Hard Knock on page

74, Chinese-built, a replica of a Honda CG motor, built in China by Zonghsen under licence from Honda. This was something which initially troubled Fabio; however, after thorough testing, he says that he is astonished by the quality of the engine, which is built to Japanese production standards. It is also capable of an equally astounding 85mpg.

Setting off from the Black Douglas headquarters, Fabio rode through the Mont Blanc tunnel to Dijon and reported that, although the engine was still being run in, the bike demonstrated good handling and climbing abilities, while he maintained an average of 37mph. On he travelled in a stately manner to Chamonix, Dijon, Reims, Calais and then to Dover, by which time, the average speed had crept up to 40mph and Signor Cardoni and the little Sterling had managed the heady heights of 55mph. Not even the rain into which he rode near Calais could slow his pace.

From Dover, Fabio travelled up to Birmingham,





stopping at the Shuttleworth Collection in Old Warden, Bedfordshire, where the Sterling was proudly photographed with the oldest flying British airplane, a 1912 Blackburn monoplane. As it neared Birmingham, the Sterling hit 70mph, which is unusual as no-one is usually that keen to get to Brum. Finally, after three days and 870 miles, the Sterling Autocycle was handed over to Benny Thomas of Monday Mo Co (and better known to many of you as the man behind Boneshaker Choppers). Now, Fabio had managed to ride almost a thousand miles across four countries in three days without incident; Benny took off around the country lanes where he's lived all his life and got lost...

The only problems that the Sterling Autocycle encountered on its lengthy trip were when the horn stopped working (due to a defective part from the supplier) and an exhaust bolt breaking, something which has already been rectified. It is far from a

**AS IT NEARED BIRMINGHAM, THE STERLING HIT 70MPH, WHICH IS UNUSUAL AS NO-ONE IS USUALLY THAT KEEN TO GET TO BRUM**

cheap motorcycle, despite its apparent simplicity; the Sterling Autocycle will set you back £6250 plus VAT. Although there is the cheaper option of buying it in kit form, just the Black Douglas frame alone costs £850. However, the Sterling does manage the not inconsiderable feat of being a brand new motorcycle with 1920s styling that actually does look like the real thing. That it's achieved this while using a modern Chinese engine deserves a nod of appreciation in anyone's book. I'm not sure I would want to ride one from Italy to England but I do know that if I did, I would look damn splendid while I was doing it! ☘





# Harley Bobber Build

## Part VI

It was time for all the little bits and bobs to be made and remade (and made again). This was all down to me, so I had to put my design head on, get out the cardboard and make some templates. I had a rough idea of what I wanted, but now I had to make this become reality...

WORDS & PICS: GARETH BECKETT

I started with the ignition coil, which was quite easy. I simply made up a straight bar to go between the two heads where the old horn bracket had originally been mounted. I then made a small bracket (well, it was really a left over piece of aluminium that I already had which had been intended for something else) to attach the ignition to the ignition coil. It took some time to come up with just what I needed, but when it was completed it was really easy and so simple, if only reaffirming I was not born to do this type of work. But, hey, I did it anyway.

Next up was the side mounted number plate. I bought a secondhand taillight and made an aluminium back plate to hold the number plate in place. I then made a straight bar which attached to this, also mounting to the end of the bottom of the back frame. I had to put a simple twist in this at one end to get the angle of the light correct, ensuring that the plate could



**ABOVE:**

I made up a bar between the heads where the horn bracket had originally been mounted.

**LEFT:**

The ignition coil neatly in place.

be properly read from the rear. After I had done this I realised that, while it worked well, it was just too flimsy. The first time the bike hit 70mph it would bend in two, most likely going into the spokes and chucking me, the bike and everything down the road. So I did what any professional bike builder

would have done in the first place and simply made it again out of heavier gauge ally. Job done.

I then moved onto the speedo placement. At first I had planned to place this at the front left of the tank so it would be held in place by the tank lift bracket. But, after a bit of thought, I decided to place it just to the left of where

**When I say 'I made a bracket', what I actually mean is that I made a mock bracket out of card. Then I gave it to my friend...**





## I pulled off the slip-on exhausts and, believe me, after being on this bike for 18 years they didn't simply slip off!

the tank meets the front of the seat. When in place, it just sits at the inside of your thigh. Okay, it might not be the best place when you're being flashed down by the cops and you want to check your speed, but I'll cross that bridge when I come to it! To put it into place, all I had to do was make up a small L-shaped bracket which I discovered would attach nicely to a bracket that was already on the frame, holding it in situ perfectly. Now, when I say 'I made a bracket,' what I actually mean is that I made a mock bracket out of card. Then I gave it to my friend who makes the real thing, who returned it to me back to me a few days later (that's just in case

he's reading this and wants to do me some damage with his tools).

When it came to the exhausts, I pulled off the slip-ons and, believe me, after being on this bike for eighteen years they didn't simply slip off. But I want to replace these with a smaller diameter tube, which will be a simple straight through tube with no baffles. I am doing it this way as the bike will require the original slip-ons to pass the MOT, so I will be able to take them off and on when and if required. You can read more about this in Part VII in the next issue.

I really didn't want to have to use a couple of stays running from the struts on the rear fender, so

**TOP LEFT:** My second attempt at a number plate mount...

**BOTTOM LEFT:** ...and here it is in place, with the secondhand taillight fitted.

**TOP RIGHT:** The exhausts off the bike and ready to be equipped with drag pipes.

**BOTTOM RIGHT:** The key to a build is try and keep things as organised as possible. An old dining room table comes in very handy for this.

I came up with a simple bracket (well, my dad did...) which was bent to the same degree as the inside of the mudguard and then attached through the same point where the fender fixes to the bike. The bracket is the same width as the 'guard and, when tightened down, it acts like a stabiliser and makes the mudguard a touch more ridged. It is hidden below and does away with the use of stays. A very clever and neat job—well done, dad.

I have also added 16-inch apehanger handlebars but, as yet, I have not attempted any wiring or any real work like that. So, that, along with headlight placement, tank and mudguard paint work and, hopefully, a possible starting of the engine (that will be fun!) will all be in in the next issue...

See my progress in moving pictures at [www.facebook.com/bikermagazine](http://www.facebook.com/bikermagazine) ☒



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SCHOOL OF

# HARD KNOCKS

Over the last year or so, we've begun to see reduced capacity custom bikes, but few feature engines as small as 250cc or even 125cc, and even less are full-on hardtail choppers that are taken as seriously by the people who ride them as any HOG member regards his Harley. Welcome to the Knock Knation

 WORDS & PHOTOS: BLUE





**T**he Hardknock was introduced in 2006 as a kit for bike builders. With engines ranging from 49cc up to around 150cc, it was part entry-level custom, part fun round-around and part project for those daunted by the idea of a complete one-off build. But what Hardknock could not have anticipated was the alacrity with which builders, painters and customisers took to the little bikes. Hardknock responded by refining the kit, increasing the number of factory options and improving the frame to take ever larger engines ('ever larger', in this case, being a mighty 250 cee-cees).

The next step for the company was to offer a fully built motorcycle that would be street legal in both America and Europe, meeting the DOT/EPA regulations in the former and EC-Type Approval in the latter. Now concentrating on production models, Hardknock no longer produces a kit, but that hasn't stopped the little bikes still

being very popular. The third generation Hardknock (HK-III) is the world's first entry level motorcycle which can be upgraded with larger engines; with removable engine mounts and a universal wiring harness, it's remarkably simple to change engines.

Back in 100% Biker #181, we featured a HK-III bobber by Krazy Horse Cycles in Suffolk. The chopper on these pages is also an HK-III, using the same frame, but thanks to Krazy Horse and the range of aftermarket parts available from Hardknock, this is a vastly different motorcycle to its stablemate. Instead of a 250cc parallel twin engine, this chopper is fitted with a 250cc V-twin. The rigid frame rolls on the classic chopper configuration of a skinny 21-inch front hoop and a 16-inch rear wheel, with that front wheel held in place by a set of Hardknock springer forks.

Hardknock prides itself on the quality of its components, 

**YOU ARE NEVER GOING TO MISTAKE THE CHINESE V-TWIN WITH ITS BOXY ROCKER TOPS FOR A MOCO MOTOR, ALTHOUGH THE ADDITION OF A DISTINCTLY HARLEY-ESQUE AIR FILTER MAY MAKE SOME LOOK TWICE**





something which is particularly recognised by those people familiar with building bikes. Instead of plastic switches, the HK-III is equipped with custom micro handlebar switches on polished aluminium mounts. The handlebars on this little chopper are from the Hardknock Garage catalogue and the apehanger kit is complete with not only switches but also the internal throttle that is fitted as standard to all Hardknocks.

However, so sure is Krazy Horse in the worth and future of the range that not only has the Bury St Edmunds firm become an authorised Hardknock distributor but, with this bike, it took the bold step of customising the HK-III to resemble a Harley Knucklehead. And not just any Knuck, but one of the iconic bikes built by Steve

Studd and Paul Beamish in the early days of Krazy Horse and which has featured in much of the company's advertising and branding. Trying to build a 'Mini Me' version of such a well-known and much-loved motorcycle could have resulted in disaster, but here – with true Krazy style and verve – the aim has been accomplished with aplomb. Yes, you are never going to mistake that Chinese V-twin with its boxy rocker tops for a MoCo motor, although the addition of a distinctly Harley-esque air filter may make some look twice. But, by using springers, a Sportster-style tank, apehangers (all of which are Hardknock custom parts) and then adding a classic flame paint job, the little Hardknock looks like the sassy kid brother of the older Krazy Horse bike.

The Hardknock may not be everyone's cup of tea, but the bikes do engender huge loyalty among their fans, with clubs all over the world and a thriving internet presence. At the end of the day, they're motorcycles and they're ridden by people who love and enjoy them, and that's something to which all of us can relate. ☒

**BY ADDING A CLASSIC FLAME PAINT JOB, THE LITTLE HARDKNOCK LOOKS LIKE THE SASSY KID BROTHER OF THE OLDER KRAZY HORSE BIKE...**



## SPECIFICATION SHEET

### Engine:

Hardknock 250cc V-twin, electric start, heat-wrapped 2-into-2 Hardknock exhaust with polished heat shields.

### Frame:

Hardknock twin downtube rigid.

### Front end:

21" spoked wheel, Hardknock hub, 3.00 x 21" Eternal Rise tyre, single disc, Hardknock apehanger handlebars with internal throttle.

### Rear end:

16" spoked, Hardknock hub, 5.00 x 16" Eternal Rise tyre, disc brake, Easy Riders mudguard, Hardknock LED taillight on mudguard mount.

### Miscellaneous:

Hardknock tan seat, Hardknock oil tank, petrol tank and battery box, billet aluminium filler cap, mini indicators, billet forward controls, 85" long, 58" wheelbase, 15" seat height.



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## HOW TO FRAME THE QUESTION: PART 5

So far I've looked at dismantling the oily bits, mocking up to arrive at some measurements for what you want to/can build out of what you've got, and setting things up so that they're in the right place to get the look you're after. While things were being measured in Part 2, the rear wheel was also measured to establish the width of the axle plates and where the outer face of the rear sprocket sat between them.

At this point the steering head is fixed in space, the fixture for the rear axle plates has been set the required distance from the steering head and at the right height; the engine is at the right height and the required distance from the axle plate fixture. While all that stuff is in the right place along the jig, the axle plates need to be located in the correct place across the jig, and the engine sprocket needs

**THE TENDENCY IS TO ASSUME THAT THE ENGINE WILL BE 'CENTRED' IN THE FRAME; THIS ISN'T ALWAYS THE CASE AND IT IS VERY COMMON FOR ENGINES TO BE OFFSET ONE WAY OR ANOTHER**

to be positioned correctly, too.

The measurements from the rear wheel were the wheel's width (104mm), and from a straight edge placed on the tyre (but preferably the rim) to the end of the spacer stack on the chain side (59mm) and on the brake side (51mm), and from the straight edge to outer face of the rear sprocket (33mm) (**Fig.1**). As the tyre is 104mm, then it sits  $52\text{mm}$  either side of the centre line ( $104 \div 2 = 52$ ). This means that the brake side axle plate needs to be ( $51\text{mm} + 52\text{mm} = 103\text{mm}$ ) from the centreline, and the chain side axle

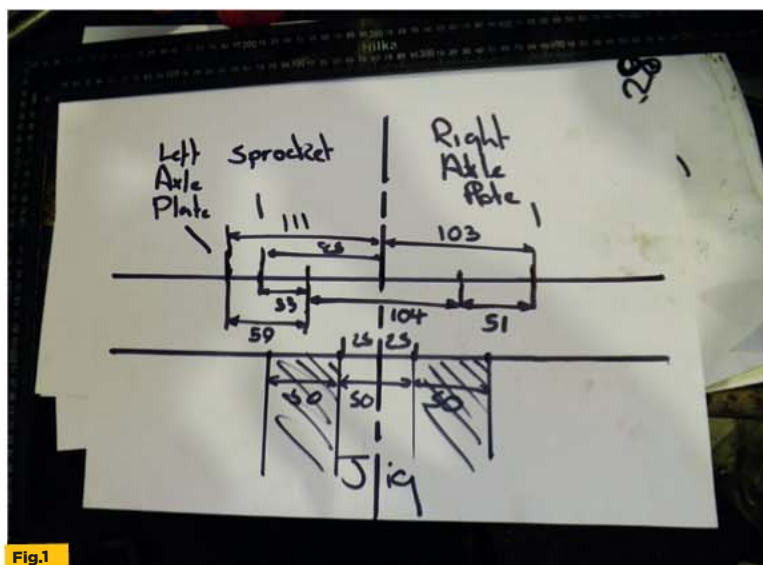


Fig.2

plate needs to be ( $59\text{mm} + 52\text{mm} = 111\text{mm}$ ) from the centreline. As the rear sprocket was 33mm from the straight edge, then that needs to be ( $33\text{mm} + 52\text{mm} = 85\text{mm}$ ) from the centreline of the jig. That's some very basic maths, but it is equally possible to draw everything out accurately and simply measure off of the drawing.

Once the position of the rear sprocket is known, then the engine can be lined up in the jig. The tendency is to assume that the engine will be 'centred' in the



Fig.3

frame; this isn't always the case and it is very common for engines to be offset one way or another from what would appear to be their centre line, and mixing and matching components can call for adjustments to this dimension.

Using a roofer's framing square (which came from a pound shop originally), the engine was slid left to right across the jig until the sprocket off set was correct (**Fig.2**). A level straight edge placed on the face of the sprocket (**Fig.3**) should be parallel to the jig bed ◻



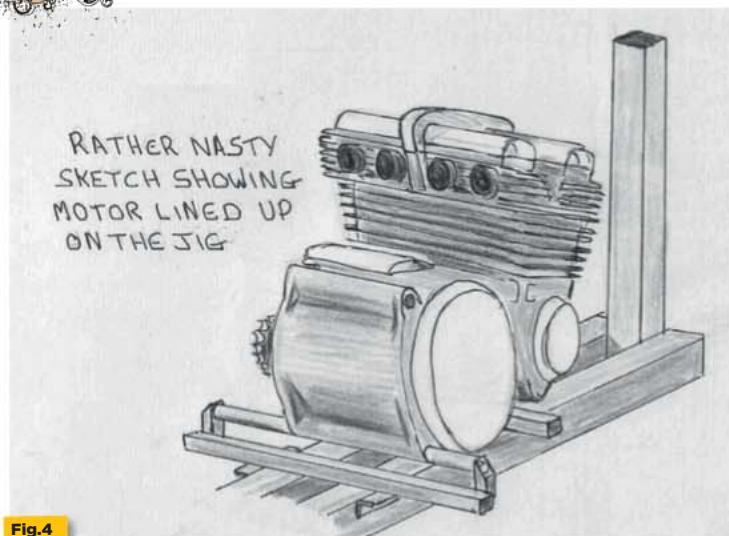


Fig.4



Fig.5



Fig.6

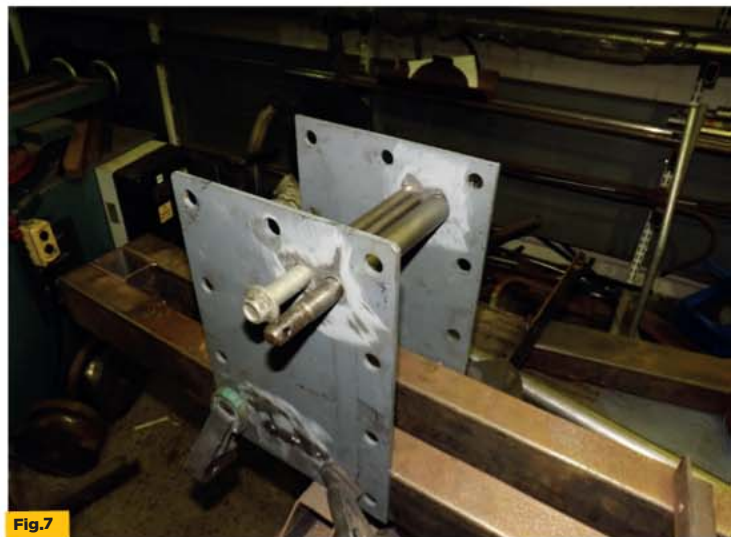


Fig.7

or centreline; if this isn't the case, the engine will need to be rotated slightly and then rechecked. In the normal course of events, if the manufacturer's name on the engine is level, then the engine is situated correctly and not tipped front to rear. The Suzuki needed a

**IN THE NORMAL COURSE OF EVENTS, IF THE MANUFACTURER'S NAME ON THE ENGINE IS LEVEL, THEN THE ENGINE IS SITUATED CORRECTLY AND NOT TIPPED FRONT TO REAR**

little packing under the front of the sump to correct that. Experience has shown that it is perfectly possible to build a frame relying on gravity to keep the engine in place. However, experience has also shown that idiots abound and clumsiness is quite common, so locating the lower rear engine mount to the jig is sensible.

As the frame rails are to be raised off of the working surface with 1-inch box section, then one of the frame rail guides can have angle iron brackets welded to it and a piece of threaded bar and some tube spacers made to attach the frame rail guide to the engine mount and the guide attached to the working surface to locate the engine outboard of the intended run of the frame rails (Fig.4).

That leaves the axle plates and how to locate them. There are several sellers on eBay, but the choice of slot size seems a little limited (Fig.5). Fabricating them from box section in a similar manner to the end of a box section swinging arm is relatively straight forward, but it does involve a lot of chasing down of materials, often a longer spindle, and a fair bit of manufacturing (Fig.6). As the idea is to build this bike without using anything too tricky in the way of tools, the

choice was to make the plates.

Axle plates need to be thick enough to prevent the spindle from denting them, so while there are frames with axle plates made from 1/4-inch thick steel, it's not really desirable. As the end of the Suzuki swinging arm was 8mm thick, that was an ideal choice for the thickness for the axle plates and would allow all the standard spacers and wheel adjusters to be used. Building the frame requires using some steel plate in around 1/4-inch and 1/8-inch thicknesses. By using 5mm plate for the thicker brackets and 3mm plate for the lighter brackets and gussets, then the axle plates could be made from the 5mm, with an extra 3mm layer at the slot making up the 8mm. To ensure that everything worked with the standard parts, the length of the slot in the Suzuki swinging arm was measured, as well as its distance from the end of the arm; the slot was 47mm long and ended





Fig.8

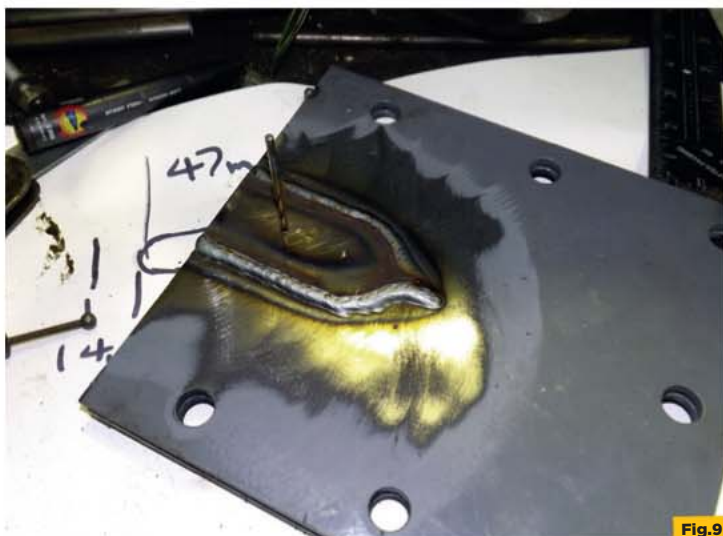


Fig.9



Fig.10



Fig.11

14mm from the end of the swing arm. To locate the axle plates, some pieces of the 5mm plate were cut with a jigsaw and drilled with two 11/16-inch (17.4625mm) holes. Large drill bits are expensive and the sensible solution is to buy a set of 'blacksmith's drills' from somewhere like Machine Mart. They're available in imperial and metric and cost around £30 for eight drill bits which have a reduced shank to fit in a 1/2-inch drill chuck. The metric set has 13, 14, 16, 18, 20, 22 and 25mm bits, so no 17mm or 19mm, which are common spindle sizes. However, the imperial set has 11/16-inch (17.5mm) and 3/4-inch (19mm) so that's probably the one to have. Cutting metal with a jigsaw requires a decent quality speed adjustable jigsaw, fitted with good quality blades. Blades come with varying numbers of teeth per inch, the coarser ones are for thicker material, the finer for thin material

and generally work best on the lowest speed setting of the jigsaw.

As the slot needed to be 47mm long, the 5mm plates were clamped together and drilled with two 11/16-inch holes spaced 30mm apart and clamped to the jig to locate the original spindle and a second one that had been acquired (Fig.7). By cutting suitably sized tubes to act as spacers, this enables the axle plates to be located in space.

Two more pieces of 5mm plate were tack welded together and drilled with a pilot hole 22.5mm from the edge of the plate, and a second one 30mm from that. Two pieces of 3mm plate were cut with the jigsaw and drilled identically (Fig.8). The 3mm plates were then welded to the 5mm plates (Fig.9) before the pilot holes were opened out to 11/16-inch in stages, the material between the holes being cut out with the jigsaw and the slot filed to shape. Then the 3mm plate was drilled

## LARGE DRILL BITS ARE EXPENSIVE AND THE SENSIBLE SOLUTION IS TO BUY A SET OF 'BLACKSMITH'S DRILLS' FROM SOMEWHERE LIKE MACHINE MART

through with an 8mm bit so that it could be plug welded to the 5mm plate, adding more strength to the sandwich (Fig.10), before all the welds were sanded flush.

More tube spacers were cut (remembering to add on 3mm on each side to allow for the thickness of the chain adjusters) and the 'plates' were bolted into place (Fig.11). Once the frame rails have been bent, then the plates will be shaped to match the angles that the frame rails run at rather than trying to bend the tubes to line up with the axle plates.

The next step is to start bending some tube... ☒





# ROGUES' GALLERY



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Miss Maz Edwards of Mazchopz with 'PunkBob', a softail XV1000 which she built from a pile of bits as a runaround and general shop bike.



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Little-known fact: Andy Gibbs has the biggest finger in the entire world. See? Proof.

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To make this your 'one-stop shop' for events and give you all the lowdown you need in one place, we try to include as much information as possible. So please include a brief list of attractions, ticket prices and contact details and continue making the 100% Biker events diary the only one you'll ever need. Send events details to **Events, 100% Biker, 1 Marcher Court, Sealand Road, Chester CH1 6BS** or email [editor@100-biker.co.uk](mailto:editor@100-biker.co.uk)

### JANUARY

**16th Jan:** Pontypridd & District MCC's Christmas Party at Danygraig Labour Club, Mary Street, Treharris, South Glamorgan CF46 5LH. Live music. 7.30pm till late. £4 on the door. For info, visit [pontypriddanddistrictmcc.webs.com](http://pontypriddanddistrictmcc.webs.com).

**17th Jan:** Unwanted MCC's Club Birthday Party at the Rockbar, Shobnall Sports & Social Club, Shobnall Road, Burton on Trent, Staffs DE14 2BB. Live bands, disco, proper loos, food, stalls, disabled access, camping. Free entry. Ring 07761 931226 or 07988 521400 or visit [www.unwantedmcc.co.uk](http://www.unwantedmcc.co.uk)

**17-18th January:** Riff Raff RC's Frosty Balls Rally at Mackey's Bar, Gatabaun, Freshford, Co Kilkenny, Ireland. Trophies, bands, food, trade stands, late bar. 12 euro (with patch) on the gate or 10 euro without.

**17-18th Jan:** The Adventure Travel Show at Olympia, Hammersmith Road, Kensington, London W14 8UX.

**18th Jan:** Huddersfield Autojumble at Old Market Building, Brook Street, Huddersfield, West Yorkshire HD1 1RG. 10am start. £2.50 entry. More details from 01773 819154 or visit [www.phoenixfairs.jimdo.com](http://www.phoenixfairs.jimdo.com).

**18th Jan:** AJS & Matchless Day at the Ace Café, Stonebridge Park, London NW10 7UD. More info from 0208 961 1000 or visit [www.ace-cafe-london.com](http://www.ace-cafe-london.com).

**18th Jan: 17th** Malvern Classic Car & Motorcycle Autojumble at the Three Counties Showground, Malvern, Worcs WR13 6NW. For details, visit [www.classicshows.org](http://www.classicshows.org).

**23-25th Jan:** Bury St Edmunds MAG's Mad Cow Rally at the British Sugar Beet Sports and Social Club, Hollow Road, Bury St Edmunds, Suffolk IP32 7BB. Live music, disco, indoor venue, food, etc. £12 pre-book or £19 on the gate. Leave a message on 07572 113585 to book tickets.

**23-25th Jan:** Ogri MCC's Kickstart Rally at Kemble Airfield, nr Cirencester, Glos GL7 6BA. Live acoustic music, real ale, bonfire, free tea and coffee, silly games, ride out. £12.50. Tickets (cheques payable to Ogri MCC) from Walnut Villa, Berkeley Road, Berkeley, Gloucestershire GL13 9HB or visit [www.ogrimcc.org](http://www.ogrimcc.org).

**24th Jan:** Kempton Park Motorcycle Jumble at Kempton Park Racecourse, Sunbury-on-Thames, Middlesex TW16 5AQ. £6 on the gate. 10am start. Outside pitches £34, inside £28. For details, call 01344 883961 or 07796 136203 or visit [www.egp-enterprises.co.uk](http://www.egp-enterprises.co.uk).

**24-25th Jan:** Springfields Motorbike Show at Springfields Events Centre, Camelgate, Spalding, Lincs PE12 6ET. Bike show, autojumble, stands, celebrity guests. 10am start. £7 entry. Ring 01775 712344 or 07511 809993 or visit [www.springfieldsbikeshow.co.uk](http://www.springfieldsbikeshow.co.uk).

**31st Jan:** Satans Slaves MC

Lancashire's Winter Rock Night at Uncle Tom's Cabin, 44-46 Queens Promenade, Blackpool, Lancashire FY2 9RW. Live music, rock DJ, food, late bar. 8pm-2am. £5 prebook or £8 on the door. For tickets, ring 01257 475005 or visit [www.lancashirechapter.info](http://www.lancashirechapter.info).

### FEBRUARY

**1st Feb:** East Midlands Motorcycle Show & 17th Japanese Classic Bike Show at Donington Park, Castle Donington, Derby, Derbyshire DE74 2RP. For details, visit [www.classicshows.org](http://www.classicshows.org).

**5-8th Feb:** Original Cruisers's Charity Rally With A Chalet at Pontins, Southport, Lancashire PR8 2PZ. 10 live bands, comedy club, trophies, male and female exotic dancers, late bar. Wristbands £15. Chalets start at £27 per person. Strictly no wristbands sold on the gate. 2000 limit. For info, ring Charlie on 07732 696438 or 07460 230281(after 6pm) or visit [www.southportoriginalcruisers.webs.com](http://www.southportoriginalcruisers.webs.com).

**6-8th Feb:** Dangermouse Rally Club's 29th Frozen Nuts Rally at Bignall End Cricket Club, Boon Hill Road, Bignall End, Stoke-on-Trent, Staffs ST7 8LA. Live music, heated pavilion, stalls, food, etc. £12 pre-book or £15 on the gate. Cars and vans £10 pre-book only. Tickets (cheques payable to DMRC) available from Frozen Nuts Rally, 17 King Street, Middlewich, Cheshire, CW10 9EJ. For info, ring Sarge on 07735 958566 or Jay on 07756 311465 or Terry on 07966 430325 or visit [www.dmrallyclub.co.uk](http://www.dmrallyclub.co.uk).

**7th Feb:** Barrel Bikers MCC's Late Christmas Party at Cruck Barn, Bradwell Abbey, Milton Keynes, Bucks MK13 9AP. Live music, bar, food, Christmas raffle in aid of MacMillan Nurses. £5 on the door. 7.30pm-midnight. For details, see [www.barrelbikers.co.uk](http://www.barrelbikers.co.uk).

**7-8th Feb:** Conwy & DMCC's Dragon Rally. £20 pre-book. 1400 limit. Tickets (cheques payable to Conwy MCC) with two SAEs from Conwy MCC, Hillberry, 25 Maelgwyn Drive, Deganwy, Conwy LL31 9UY. For info, visit [www.conwymotorcycleclub.org.uk](http://www.conwymotorcycleclub.org.uk).

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**7-8th Feb:** 35th Carole Nash Bristol Classic Motorcycle Show at the Bath & West Showground, Shepton Mallet, Somerset BA4 6QN. £10 prebook or £12 on the gate. For details, ring 01507 529529.

**8th Feb:** North West MAG's 11th NW MAG Fred Hill Run. Leaving the Sir Charles Napier, 10 Limbrick, Blackburn, Lancashire BB1 8AA at 1pm. Food at pub afterwards. All welcome. For info, ring 07754 891485.

**8th Feb:** Fred Hill Memorial Run at the Ace Café, Stonebridge Park, London NW10 7UD. More info from 0208 961 1000 or visit [www.ace-cafe-london.com](http://www.ace-cafe-london.com).

**14th Feb:** Unwanted MCC's Valentine Party at the Rockbar, Shobnall Sports & Social Club, Shobnall Road, Burton on Trent, Staffs DE14 2BB. Live bands, disco, proper loos, food, stalls, disabled access, camping. £5 in advance or on the door. Doors open from 1pm. Tickets with an SAE (cheques payable to R Lewis) from C Lewis at the Rockbar address. Ring 07761 931226 or 07988 521400 or visit [www.unwantedmcc.co.uk](http://www.unwantedmcc.co.uk).

**14th Feb:** Leviathan MCC's Rock Night at the Pirelli Sports & Social Club, Dalston Road, Carlisle, Cumbria CA2 6AR. £5 on the door. Ring 07597 337437 or visit

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**15th Feb:** Huddersfield Autojumble at Old Market Building, Brook Street, Huddersfield, West Yorkshire HD1 1RG, 10am start. £2.50 entry. More details from 01773 819154 or visit [www.phoenixfairs.jimdo.com](http://www.phoenixfairs.jimdo.com).

**20-21st Feb:** The Frozen Pancake Rally in aid of MAG at the Rockbar, Shobnall Sports & Social Club, Shobnall Road, Burton on Trent, Staffs DE14 2BB. Live bands, disco, proper loos, food, stalls, disabled access, camping, cheap beer. £10 prebook or £13 on the gate. Tickets with an SAE (cheques payable to R Lewis) from C Lewis at the Rockbar address. Ring 07761 931226 or 07988 521400 or visit [www.unwantedmcc.co.uk](http://www.unwantedmcc.co.uk)

**21st Feb:** Stunt Fest at Santa Pod Raceway, Podington, Wellingborough, Northants NN29 7XA. For more details, ring 01234 782828 or visit [www.santapod.co.uk](http://www.santapod.co.uk).

**21st Feb:** Estonians MCC's Valentine's Party at the Parklands, Skippers Lane, Normanby, Middlesbrough TS6 0JF. For info, ring 07534 911887 or 0733 204101 or visit [www.estoniansmcc.com](http://www.estoniansmcc.com).

**22nd Feb:** Flat Track Day at the Ace Café, Stonebridge Park, London NW10 7UD. More info from 0208 961 1000 or visit [www.ace-cafe-london.com](http://www.ace-cafe-london.com).

**27th Feb-1st March:** Barrel Bikers MCC's 27th Firkin O'Bitter Rally at the Shoulder of Mutton, Church Street,

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**27th Feb-1st March:** The Irish Motorbike Show at the RDS, Dublin, Ireland. Stands, Stunt Starz competition, Irish round of AMD World Championship of Custom Bike Building, etc. For info, visit [www.irishmotorbikeshow.com](http://www.irishmotorbikeshow.com).

**28th Feb:** Millennium 2000 BC's 15th Anniversary Rock Night at the Canberra Club, Samlesbury Sports & Social Association, Myerscough Road, Blackburn, Lancashire BB2 7LF. Live band, charity raffle, free camping. £5 on the door. 7.30pm start. For info, email [herrflick001@gmail.com](mailto:herrflick001@gmail.com).



**7-8th March:** Scottish Motorcycle Show at the Royal Highland Centre, Ingliston, Edinburgh EH28 8NB. 9am-

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5pm. £12 prebook or £16 on the door. For info, see [www.scottishmotorcycleshow.com](http://www.scottishmotorcycleshow.com).

**8th March:** 18th Malvern Classic Car & Motorcycle Autojumble at the Three Counties Showground, Malvern, Worcs WR13 6NW. For details, visit [www.classicshows.org](http://www.classicshows.org).

**14th March:** Ribcrackers's Soapbox Derby at Lumb Farm, Derby Road, Marehay, Ripley, Derbyshire DE5 8JN. Soapbox racing, trophies, band and rock disco in evening, £10 per team of 3 racers. Spectators £5. For details, ring Vicky on 07824 997779.

**14th March:** Exiles Cumbria MCC's Help For Heroes Rock Night at Club Rock, Unit 7, Englishgate Plaza, Botchergate, Carlisle, Cumbria CA1 1RP. 8pm start. For details, see [www.exiles-cumbria.co.uk](http://www.exiles-cumbria.co.uk).

**14th March:** St Patrick's Party at the Rockbar, Shobnall Sports & Social Club, Shobnall Road, Burton on Trent, Staffs DE14 2BB. Live music, rock disco, Irish theme fancy dress, food, camping, cheap beer. £5. For details, ring 07761 931226 or 07988 521400 or visit [www.unwantedmcc.co.uk](http://www.unwantedmcc.co.uk).

**15th March:** Sidecar Sunday at the Ace Café, Stonebridge Park, London NW10 7UD. More info from 0208 961 1000 or visit [www.ace-cafe-london.com](http://www.ace-cafe-london.com).

**21st March:** Kempton Park Motorcycle Jumble at Kempton Park Racecourse, Sunbury-on-Thames, Middlesex TW16 5AQ. £6 on the gate. 10am start. Outside pitches £34, inside £28. For details, call 01344 883961 or 07796 136203 or visit [www.egp-enterprises.co.uk](http://www.egp-enterprises.co.uk).

**22nd March:** Wirral Egg Run Tribute Ride Out. Meet at 8am to leave at 11am from the Dips, Kings Parade, New Brighton, Wirral, Merseyside CH45 3PZ to ride to Claremont Farm, Old Clatterbridge Road, Wirral, Merseyside CH63 4JB. For details, ring 07984 622423.

**22nd March:** Huddersfield Autojumble at Old Market Building, Brook Street, Huddersfield, West Yorkshire HD1 1RG. 10am start. £2.50 entry. More details from 01773 819154 or visit [www.phoenixfairs.jimdo.com](http://www.phoenixfairs.jimdo.com).

**27-29th March:** Beermonsters MCC's Hand Pulled Rally at Ripon Racecourse, Ripon, North Yorkshire HG4 1UG. Live music, DJ, stalls, camping, 24-hour showers and toilets, drink on arrival. £15 pre-book only. 300 limit. For tickets, ring 01423 529255 or visit [www.beermonsters-mcc.org.uk](http://www.beermonsters-mcc.org.uk).

**28-29th March:** Manchester Bike Show at Event City, Manchester M41 7TB. 9.30am-5pm. £13 pre-book or £16 on the door. For more details, visit [www.manchesterbikeshow.com](http://www.manchesterbikeshow.com).

**28-29th March:** Kickback: The National Custom Motorcycle Show at Stoneleigh Park, Stoneleigh, Warwickshire CV8 2LG. More details to follow or email [lorne@rwww.co.uk](mailto:lorne@rwww.co.uk).

**29th March:** Straightliners at Santa Pod Raceway, Podington, Wellingborough, Northants NN29 7XA. For more details, ring 01484 718164 or visit [www.santapod.co.uk](http://www.santapod.co.uk).

**29th March:** Raleigh Chopper Meet at the Ace Café, Stonebridge Park, London NW10 7UD. More info from 0208 961 1000 or visit [www.ace-cafe-london.com](http://www.ace-cafe-london.com).



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# WEIGHT WATCH

I've known the proprietor of Santiago Chopper, Alain Bernard for more years than either of us care to recall—certainly since the early 1990s when Alain built all manner of choppers and I would run into him at custom shows and bike meetings in Lille, France, Alain's home town and country

 WORDS AND PHOTOS: STEVE KELLY





# IER



**W**hile Alain appreciates many makes and styles of motorcycles, his preferences have morphed a little over the years and he now also has a real soft spot for café racers, having lost track of how many he's built. Hybrids and exotica, such as Moto Martin, Norley and Bucati builds, have become his bread and butter trade. However, he had never really thought about doing anything with a Moto Guzzi, but when customer and friend Scott Sleverson popped in with his 1100cc Sport and asked him to do something cool with it, it was an opportunity that was too good to pass up. The Guzzi that Alain has dubbed the Weight Watcher is based on a 1996 V1100 Sport. A reviewer at the time wrote that the model 'can surprise a few four cylinder sportbike owners, but the rider will have to work hard at the job. The bottom line is that the 1100 Sport is too heavy.' Well, that makes it a perfect café racer candidate, as the tried and tested café racer formula is lighter, faster and with better suspension. Weight Watcher is certainly lighter, as Alain has stripped the





## SPECIFICATION SHEET

### Engine

1997 Moto Guzzi V11 V-twin, Keihin CR41 carburetors, 2-into-1 heatwrapped exhaust headers with cone silencers.

### Frame

Moto Guzzi double cradle with custom rear subframe by Santiago Chopper.

### Front end

17" three-spoke wheel, Michelin Radial 120/70 x 18" tyre, Brembo 4-piston, calipers, 320mm discs, 40mm Marzocchi upside-down forks, Kawasaki headlight.

### Rear end

18" three-spoke wheel, 160/60 x 18" Michelin Pilot tyre, Brembo 2-piston caliper, 283mm disc, Hagon shock absorber, Ducati seat unit, LED taillight.

### Miscellaneous

Moto Guzzi petrol tank, Antigravity battery, one-off battery box by Santiago Chopper, Pro-Bolt anodised fasteners, new wiring loom by Santiago Chopper.

### Paint and finish

Carbon fibre wrapping by Grace FX Hydro Graphics. Top coat and engine soda blasting and enamelling by Craig Paints Bikes, Tampa, Florida.

**ANYONE WHO RACES MOTORCYCLES WILL TELL YOU, IT'S NOT ALL ABOUT TOP SPEED. YOU ALSO NEED POWERFUL ACCELERATION AND AGILITY, NOT TO MENTION HIGH PERFORMANCE BRAKES**

bike back to its essentials. First to go was the fairing and bulky standard instruments, along with the mudguards. Basically, Alain stripped it back to the frame – not that he left the frame alone! Along with Mike Lima, he made a custom replacement subframe to accommodate a Ducati seat unit and a tiny, lightweight Antigravity battery housed in a one-off box.

Ditching some of the 488lbs with which that it left the factory takes care of the first criteria in the caff formula, which brings us to 'faster.' Alain has accomplished this simply by the addition of bigger carburetors, the stock 40mm carbs replaced by a pair of CR 41mm flat-slide Keihins. Which brings us to the suspension. The 1100 Sport actually started out with pretty awesome front and rear

suspension—fully adjustable 41mm upside-down telescopic Marzocchi forks at the front and a rear monoshock cantilever swinging arm benefiting from a remote reservoir rear shock by White Power. So, in essence, all Alain had to do was dial in the preloads to handle the big fat wads of torque that the engine pumps out.

I can't argue that the look of a Moto Guzzi is an acquired taste, or that its bikes don't come with their own set of idiosyncrasies. I was sixteen years old when Moto Guzzi released the 850cc Le Mans, unquestionably a stylistic masterpiece even to this day, and, boy, did I lust after a Le Mans. The 1100 Sport follows in its tyre prints, a mid '90s sport bike of the old school variety, with Guzzi's traditional pushrod-operated transverse v-twin motor. The







## WRAPPING PIPES HAS BECOME SOMETHING OF A CONTENTIOUS SUBJECT OF LATE. YES, IT HAS BEEN DONE TO DEATH, BUT WHY SHOULD A BUILDER NOT USE THIS FINISHING TOUCH JUST BECAUSE OTHERS HAVE ALREADY DONE SO?

To bring this stylish, elegant, purposeful and minimalistic café racer project to fruition, Alain entrusted the fuel tank, wheels, tailpiece, valve covers and headlight shell to Grace FX Hydro Graphics in Port Richey, Florida to add the carbon-fibre graphic wrap. This was applied using the water transfer printing method, which allows three-dimensional objects to be printed in 30, 35 or 40-micron thickness (much, much thinner than vinyl wrap). The parts were then handed over to Craig Skiver at Craig Paints Bikes to apply a protective top coat. Craig was already involved in the project, as he had previously soda blasted the entire engine, rinsing and prepping it to the book, before spraying it with a high quality engine enamel.

During the final build, Alain hid all of the electronics while doing a full rewiring. He then heat-wrapped a set of stainless steel exhaust headers and coupled them with a pair of cone silencers, adding a mean and aggressive look to the finished café racer. Wrapping pipes has become something of a contentious subject of late. Yes, it has been done to death, but if that is what is part of the builder's vision, then why should he not use this finishing touch just because others have already done so? In fact, it's part of what customising is about, that the bike builder be allowed to build his vision.

The bright red coil of the single shock suspended under the seat and the equally red Brembo callipers scream for attention on this otherwise predominantly black motorcycle. There are other smaller touches of red here and there that echo the theme, giving the bike a beautiful visual balance. Zipping the project up with anodised fasteners from Pro-Bolt completed this 21st century café racer in style. Now there's a new Moto Guzzi for me to lust after! ✖

engine is essentially that of the faithful two-valve-per-cylinder Le Mans Sportster with an increased bore and stroke. The Sport's larger pistons have, of course, been given a reshaped look to the combustion chamber and other changes include a revised camshaft design and a lighter crankshaft.

Weight Watcher is dominated by its huge 8-valve, 5-speed shaft drive motor; with a 92mm bore and 80mm stroke and 10.5:1 compression, the 1100cc engine is capable of 140mph from new. That's still the bike's top speed, even in this guise – but it gets to that figure a hell of a lot faster. However, anyone who races motorcycles will tell you, it's not all about top speed. You also need powerful acceleration and agility, not to mention high performance brakes. Here, multi-piston Brembo callipers bite on a pair of 320mm discs at the front and a single 283mm rear disc which is more than adequate to persuade this lightweight, lithe, 20-year-old to a fast and controlled stop.



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## **SUZUKI BANDIT GSF650:**

2007. Hardtail bobber/chopper. Hard Up Customs frame. Majority of work by previous owner. MoT to July 2015. Red/black. Recent chain and sprockets. New tyres and numberplate bracket light. Exhaust just been wrapped. New mirrors and horn. Reluctant sale due to back problem. £3249. Ring 07702 092302. (Berkshire)



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## **HONDA CBF125:**

2009. MoT to Feb 2015. 8170 miles. Engine runs well with no rattles. Internal exhaust baffles appear to have come loose but doesn't affect the way the bike runs. Few scratches - mainly from getting it in and out of the warm, dry kitchen where it's lived! £1200 ono. Email [shadowfax2uk@hotmail.com](mailto:shadowfax2uk@hotmail.com). (Tyne & Wear)



## **HONDA GOLDWING 1500SE:**

1997. 43,000 miles. Hydraulic stabilisers and push button gear change. New tyres, brake pads and battery. Recently serviced. Ideal for someone with left leg difficulties. £6999. Ring 07777 687930. (North Wales)



## **SUZUKI GSX1100 LOWRIDER:**

1984. GSX1100EZ engine. Hardtail. 1030 miles since build. Built a couple of years ago for my missus but a bit much for her. MoTs. On SORN. £2750. Ring 07803 555168. (Ayrshire)



**YAMAHA XT125R:** 2006. 1135 miles. MoT to April 2015. Only 2 previous owners. Excellent runner and good starter from cold. Everything in good working order. Slight crack in plastic by seat. Great learner legal bike. All paperwork in order, viewing welcome. £1100 ono. Ring 07756 329241. (North Wales)



## **CAGIVA ROADSTER 125:**

1999. 14,600 miles. Starts every time, very fast for 125. Brilliant learner legal motorcycle. Selling because I would like a cruiser but this bike has been an absolute saint to me. £900. Ring 01656 714615. (Glamorgan)



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### BELIEVE IN JUSTICE?

**I** believe in justice/I believe in vengeance/I believe in getting the bastard!" New Model Army released the song 'Vengeance' in 1984. Justin Sullivan, lead singer, had seen a documentary on TV about how many of the Nazis who were in charge of the concentration camps, had escaped to South America after the war.

Fast forward thirty years, and this song sums up my mood at present. Yes, most of the Nazis in question are dead and gone; however that feeling remains, when I talk to the family of a biker who has been wiped out by someone who shouldn't be at the wheel of a car.

What's worse is when the perpetrator isn't prosecuted properly within the law, whether that's down to the actions (or otherwise) of the police; the indifference of the Crown Prosecution Service or the absolute 'otherworldliness' of the judge who simply doesn't have a clue.

MAG's most recent case is that of Greg Taylor, 19, of Buckfast in Devon, who was killed while out on his Kawasaki ER5 with his friends by a car driven by Niall Darvell. Greg's friends had overtaken Darvell's car and Greg was about to do the same. When Greg started to overtake, Darvell accelerated, clipping Greg's bike and sending him into the side of the road. Paramedics were called, but Greg died at the scene.

Darvell, who had a history of drug and driving offences, was driving while not insured in a VW Golf that was unroadworthy. He had been drinking that evening. He received two six-month suspended sentences

after admitting careless driving. Reports issued at the time say he was arrested on suspicion of murder—how, by the time of the court case, that had become the considerable lesser offence of careless driving, I'll never know! One of the mitigating factors was that Darvell has started a business and that, if he was sent to prison, the employees would lose their jobs. Never mind the fact that Greg Taylor had been killed...

The ironic thing about this case is that Mike Penning, Justice Minister stated on BBC News that, "sentencing in individual cases is a matter for the judge, based on the full facts of each case." That's the problem. The full facts never came to light. Niall Darvell drove away from the scene, which is normally a mandatory six-month jail term. If the judge had been informed, that would have been the case. However, the senior investigating officer Sergeant Glenn Bullock 'forgot' to tell the judge in the six months after the incident and the matter was swept under the carpet during the trial. In an email to Bev, Sgt Bullock wrote; 'The offence of 'failing to stop' hasn't been charged because of an error on my part and for that I sincerely apologise ... we didn't meet the six month time limit for this matter which is a summary offence.' Bev Taylor believes that, had the charge of leaving the scene of an accident been added to the charges of causing death by careless driving and driving while uninsured, then the sentence would not have been so lenient. A police spokesman, however, told the BBC that 'I don't think that [the charge of leaving the scene] would have



made a difference to the level of charges or the sentence that was given by the judge." So, if those three charges would still, in the eyes of the police, have warranted two suspended six month sentences, it makes you wonder exactly what DO you have to be charged with to be sent to prison.

I am disgusted with how this case has been prosecuted—or not—which makes me more determined for me to keep MAG on track with our Justice campaign. Back in November, Bev Taylor, accompanied by MAG's Lembit Öpik, met with the Crown Prosecution Service in Exeter. The CPS representative had no answer whatsoever, especially to the way that either Darvell's arrest had been handled, or the shocking way with which the family had been dealt. Thankfully, Mel Stride, Bev's MP, is helping in any way he can. The case is now to be referred to for a Serious Case Review and questions will be heard in Parliament.

The Sentencing Council's review into sentencing for cases of death by driving, which I have written about previously (MAG is involved in the consultation), has been, unbelievably, put back to after the General Election.

I believe in Justice and I am determined to see this through. It's a shame that the other bastards whose job it is don't feel the same way.

**Mitch** – or John Mitchell to give him his proper name – has been a MAG member since 1999 and is currently serving his second term as National Chairman. He's an avid campaigner, who would love for MAG to have the same number of members as the Campaign for Real Ale (CAMRA), of which he's also a member). He's also the owner of the greenest Speed Triple out there – allegedly!

**I AM DISGUSTED WITH HOW THIS CASE HAS BEEN PROSECUTED—OR NOT—WHICH MAKES ME MORE DETERMINED FOR ME TO KEEP MAG ON TRACK WITH OUR JUSTICE CAMPAIGN**



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# TAIL PIECE

## The Rat

**Rick Hulse** is the chairman of the NABD, the National Association of Bikers with a Disability, and the front man for the Smacked Arse Comedy Roadshow and is no mean comedian himself. He's been writing columns for biker magazines for years now under a variety of pseudonyms and we here at Biker are proud to have him here writing as himself.

I was on the phone one day last week when suddenly a rat shot across the room right in front of me. I kid you not, a great big cheeky bastard rat was running about in broad daylight in my house!

Now, I generally consider myself to be an animal lover but there was no way I was sharing my house with an uninvited rodent with a penchant for gnawing through joists. I also once worked with a chap who had almost died of Weil's disease (Leptospirosis) that he had contracted when some rat piss got into a cut on his knee and I had no wish to go through a similar experience. The intruder had to die!

I went straight onto Amazon and ordered six rat traps while studiously combatting the urge to also purchase the 'electrically powered helical pencil sharpener' and the 'automatic golf ball washer' that Amazon UK seemed to think people with a rat problem may also need. Having no previous experience of rat murdering, I decided to ask the eclectic collective of weirdoes on Facebook for suggestions as to the most effective bait for the traps, which engendered suggestions from the sublime to the ridiculous.

The traps arrived two days later, I loaded them with peanut butter and cleverly hand-crafted chunks of Mars Bar (the bait combination most recommended

by the Facebook Brains Trust) and placed them strategically around the house before going into Manchester to get pissed.

On arriving home at silly-o'clock the following morning, somewhat 'shit-faced', I decided to see if the reprehensible rodent had encountered any of my death-traps. The first two I checked were untouched. The third was completely devoid of bait, yet still unsprung. It looked like the artful little bastard was proving to be more cunning than I had originally contemplated. But then, as I opened the door to my spare bedroom, there he was! Trap number four had stopped the interloper literally dead in his tracks. No mean feat when you consider this bugger was about the size of a Shetland pony!

Surprisingly, I felt little of the joy of victory that one might expect when vanquishing an enemy. In truth, I felt a little sad at having been responsible for the untimely, albeit swift, death of an animal that had essentially just been doing what it had too to survive. In an alcohol-fuelled bout of Oppenheimerism, I declared to the world in general; "I am become the Destroyer of Rats!" Then to the dejected-looking corpse of the unnervingly well-built 'Rattus Norvegicus' I said; "And you am become an ex-rat, you cheeky, trespassing, joist-gnawing, poison-pissing bastard!"

Cautiously picking up the trap, I staggered out into the garden,



released the trap and booted the furry cadaver unceremoniously over the back fence, where it would no doubt make a nice meal for one of the local foxes. As the sad floppy body rotated slowly end over end in its short but somewhat graceful flight from para boot to undergrowth, I could not resist the impulse to make a final (and, in hindsight, somewhat facile) comment. "And let that be a lesson to you!" I shouted into the darkness. (Did I mention that I was very drunk at the time?)

Thinking about it some hours later, whilst wrestling with a hangover that could tear the humps off a Bactrian camel, it occurred to me that, if there is such a thing as a soul – not that I'm convinced that there is – and rats are equipped with them (and why would they not be if such things do exist?), I could almost picture the doleful soul of the recently assassinated rodent trudging forlornly along a spectral road towards wherever rats' souls go when they die. Probably Rochdale or Scarborough, I should imagine.

I could also picture it grumbling to itself as it trudged along; "I'll never understand humans! Not satisfied with murdering me during a picnic, he then feels the need to insult me before bringing-up the whole embarrassing 'Leptospirosis in the urine' issue, as if it's something we planned! And then, still not satisfied, he takes me outside into the cold and boots my corpse into the trees while claiming he's giving me a bloody flying lesson! Humans, eh? I swear they're all fucking mad! I don't know why we bother keeping them company..."

Here endeth the tale (and the tail) ... probably.

**Having no previous experience of rat murdering, I decided to ask the eclectic collective of weirdoes on Facebook for suggestions as to the most effective bait for the traps**



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